B. F. TAYLOR,
Stevedore.

Lighters and Steam Launches Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.

DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 1776. 光緒二十七年正月廿四日 THURSDAY, MARCH 14, 1901. 四拜禮 香港英三月十四號 THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,130,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 21st November, 1900. [11

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $13,000,000
Silver Reserve .....$ 3,000,000 }
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.
The Hon. R. M. Gray.

A. Haupt, Esq.	P. Sachsé, Esq.
D. M. Moses, Esq.	N. A. Siebs, Esq.
A. J. Raymond, Esq.	H. W. Slade, Esq.
R. L. Richardson, Esq.	Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 16th February, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £525,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months...4 per cent.
„ „ „ 6 „ ...3½ „
„ „ „ 3 „ ...2½ „

T. P. COCHRANE,
p. Manager.

Hongkong, 16th October, 1900. [35

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—

Chan Kit Shan, Esq.	D. Gillies, Esq.
Chow Tung Shang, Esq.	J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %

Hongkong, 20th December, 1899. [8

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5.00 ⅌ Cask of 375 lbs. Net ex Factory.
$3.00 ⅌ Bag of 250 lbs. „

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th December, 1900. [19

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON, &c.....	*Bengal**	.....S. Barcham.....	Noon, 16th March..	Freight or Passage.
SHANGHAI	*Chusan*	.....C. L. Daniel	About 16th March..	Freight or Passage.
MARSEILLES and LONDON	*Banca*	.....G. W. Babot	About 23rd March..	Freight only.
STRAITS, COLOMBO & B'BAY	*Mazagon*	...R. T. L. Cook, R.N.R..	About 26th March..	Freight only.
S'HAI & JAPAN...	*Carlton*	.....C. F. Lockstone, R.N.R.	About 27th March..	Freight or Passage.

* (See Special Advertisement).

PASSENGER SEASON, 1901.

S.S. "PLASSY" .....7,405 tons.....March 30th ..... } MARSEILLES and LONDON (Direct).
S.S. "SOBRAON".....7,382 tons.....April 27th ..... } WITHOUT TRANSHIPMENT.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 14th March, 1901. [5

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
*BAYERN**	WEDNESDAY, 20th March.
STUTTGART	WEDNESDAY, 3rd April.
*KONIG ALBERT**	WEDNESDAY, 17th April.
PRINZESS IRENE	WEDNESDAY, 1st May.
PRINZ HEINRICH	WEDNESDAY, 15th May.
PREUSSEN	WEDNESDAY, 29th May.
HAMBURG, Hamburg-Amerika Linie	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KIAUTSCHOU, Hamburg-Amerika Linie	THURSDAY, 11th July.

* Calling at AMSTERDAM.

ON WEDNESDAY, the 20th day of March, 1901, at NOON, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Bleeker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 18th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 19th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 19th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 6th March, 1901. [22

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

"QUEEN'S CHOICE"
LIQUEUR SCOTCH WHISKY.

PRONOUNCED BY CONNOISSEURS
TO BE
ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET.

It possesses a delicate aroma, and is of great age and guaranteed purity.

$12 Per Dozen.

THE VICTORIA DISPENSARY
25] AGENTS.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898. [21

Intimations.

BOVRIL PROMOTES HEALTH,
STRENGTH AND ENERGY.

BOVRIL

Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287c

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.
17] DODWELL & CO., LIMITED, General Managers.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [16

JOHN DE KNYPER'S
GENEVA GIN.

IN CASES OF 15 BOTTLES = 4 GALLONS.
PER CASE $7.

SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 27th February, 1901. [20

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.

Telephone No. 75.

ESTABLISHED 1864.

LONDON:.....	Rangoon Street, Crutched Friars.
GLASGOW	St. Enoch's Square.
SHANGHAI	Foochow Road.
HONGKONG.....	Queen's Road.
SINGAPORE	Raffles Quay.

AGENCIES.
Tientsin, Port Arthur, Chefoo, Wei-hai-wei. Kiaochow, Hankow, Foochow, Taiwan, Tamsui, Canton, Yokohama, Kobe, The Philippines, Penang, Bangkok, British North Borneo.

15, Queen's Road,
Hongkong, 6th March, 1901. [15

THE
ROBINSON
PIANO CO., LIMITED.

BEST VALUE IN
PIANOS.
MONTHLY PAYMENT SYSTEM.
TUNING. REPAIRS.
Our Speciality.
INSTRUMENTS.
STRINGS.
MUSIC.
Grand stock, reduced to clear.

Hongkong, 13th March, 1901. [26

MADAME ZARIA.
FORTUNE TELLER.

LATELY arrived from America, will stay only for a Short Time in Hongkong, where she can be consulted from 9 A.M. to 12, and 3 to 7 P.M., at the Annexe to THOMAS' GRILL ROOMS, Room No. 15, Second floor.

Hongkong, 6th March, 1901. [296c

NOTICE.

REQUIRED by a First Class MERCANTILE HOUSE in Hongkong, an Experienced Man of Business to act as COMPRADORE. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of $100,000. Apply in writing to

Messrs. JOHNSON, STOKES and MASTER,
12, Queen's Road, Central.

Hongkong, 15th February, 1901. [207c

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 331 for 100 SHARES of the Company, numbered 68,401/68,500, in the Name of ELLIS KELLY, Esquire, of HONGKONG, having been LOST, a NEW SCRIP for the same will be issued after One month from the Date hereof and the Original Scrip will be considered by the Company as NULL and VOID, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th February, 1901. [212c

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 26th January, 1901. [124c

Intimations.

THE GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

SHAREHOLDERS in the above Company are hereby requested to attend a PRIVATE MEETING to be held in the COMPANY'S OFFICE, No. 14, Des Vœux Road Central, on SATURDAY, the 16th March, 1901, at NOON.

By Order of the Board of Directors,
Messrs. LUTGENS, EINSTMANN & CO., General Agents.

Hongkong, 12th March, 1901. [316c

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the SOCIETY'S HEAD OFFICE, No. 1, Queen's Buildings, on TUESDAY, the 19th March, at NOON, when the SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting of the Society held on the 1st March, 1901, will be submitted for Confirmation as a SPECIAL RESOLUTION.

RESOLUTION.

"That in Article 91 the Figures "$7,000" "be eliminated and in place thereof the "Figures "$12,000" be inserted."

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 8th March, 1901. [303c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 14, Des Vœux Road, Victoria, on SATURDAY, the 23rd March, 1901, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1900, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 23rd instant, both Days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 12th March, 1901. [317c

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on WEDNESDAY, the 27th March, 1901, at NOON, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both Days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 8th March, 1901. [304c

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE NINETEENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on WEDNESDAY, the 27th March, 1901, at 12.30 P.M., for the purpose of receiving their Report and Statement of Accounts to 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both Days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 8th March, 1901. [305c

THE HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1900, on or before the 15th March, on which Date the Accounts will be CLOSED.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 1st March, 1901. [272c

HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

SHAREHOLDERS in the above Company are hereby notified that a CALL of $2 per Share has been made for the 15th instant. PAYMENTS to be made to the Undersigned at the COMPANY'S OFFICE, No. 20, Des Vœux Road, on or before that Date accompanied with Scrips for Endorsement.

By Order,
J. W. KEW,
Manager.

Hongkong, 1st March, 1901. [266c

UNIVERSAL TRADING COMPANY, LIMITED.

NOTICE is hereby given that the General Manager has made a CALL of $15 on the Holders of Shares in UNIVERSAL TRADING CO., LIMITED, which Call is PAYABLE to the General Manager, on the 31st day of MARCH, 1901, at the COMPANY'S REGISTERED OFFICE, No. 4, Des Vœux Road Central.

Dated Hongkong, 31st January, 1901.

ELLIS KELLY,
140c] General Manager.

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—

Series V 49, 1 to 1,000 of $1 (One Dollar) each.
Series Z 49, 1 to 1,000 of $1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By Order of the Chief Manager in Saigon,
For the BANQUE DE L'INDO-CHINE,
L. BERINDOAQUE,
Acting Manager.

Hongkong, 26th February, 1901. [261c

To-day's Advertisements.

THEATRE ROYAL,

CITY HALL.

MR. HENRY DALLAS'

COMIC OPERA SEASON.

TO-NIGHT,

TO-MORROW (FRIDAY),

AND

SATURDAY,

THE CHARMING CHINESE OPERA

"SAN TOY,"

WHICH IS STILL RUNNING AT

DALY'S THEATRE, LONDON.

MONDAY NEXT,

FOR THREE NIGHTS,

THE

"Belle of New York."

THURSDAY NEXT,

"The French Maid."

FULL CHORUS.

AUGMENTED ORCHESTRA.

Musical Director—Mr. W. F. Vallance.

PLAN at ROBINSON PIANO CO.

Doors Open 8.30 P.M. Commence 9 P.M.

A Late Tram will run nightly during the Season.

BERTRAM HERMANN,
Business Manager.

Hongkong, 14th March, 1901. [288c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILOONG,"

Captain Bathurst, will be despatched for the above Port, TO-MORROW, the 15th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 14th March, 1901. [323c

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. Olifent, will be despatched for the above Ports, on TUESDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 14th March, 1901. [315c

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 21st instant, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 24th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 14th March, 1901. [325c

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"RADNORSHIRE,"

Captain Burch, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 20th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 14th March, 1901. [326c

To-day's Advertisements.

ROYAL ARTILLERY SPORTS.

ON the Occasion of the ROYAL ARTILLERY REGIMENTAL SPORTS, to be held in the HAPPY VALLEY on THURSDAY, the 21st March, the Officers of the Regiment will be "AT HOME" to their Friends from 2 P.M. till 6.30 P.M.

By kind permission of Lt.-Col. Hon. R. H. BERTIE, the BAND of the ROYAL WELCH FUSILIERS will play during the afternoon.

Hongkong, 14th March, 1901. [330c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's New Steamship

"DIAMANTE,"

Captain A. Ramsay, will be despatched as above, on SATURDAY, the 16th instant, at 2 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 14th March, 1901. [314c

"SHIRE" LINE.

FOR NAGASAKI.

THE Steamship

"RADNORSHIRE,"

Captain Burch, will be despatched for the above Port, on SATURDAY, the 16th instant, at 5 P.M.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 14th March, 1901. [326c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 14th March, 1901. [327c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Hodgins, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 14th March, 1901. [328c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on THURSDAY, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 14th March, 1901. [324c

Intimations.

EYE-SIGHT.

MR. N. LAZARUS,
Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL). Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

MR. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b

NOW READY.

AN ACCOUNT
OF THE
RECEPTION OF H.M.S. "TERRIBLE,"
IN
HONGKONG
AND THE
FESTIVITIES CONNECTED THEREWITH,
WITH A
WOODCUT OF THE "TERRIBLE."

To be obtained at the OFFICE *of This Paper.*
PRICE 30 CENTS.

As only a limited number have been printed intending purchasers should send their Orders early, for the Issue of this interesting souvenir will soon be exhausted.

Hongkong, 1st June, 1900.

WANTED.

THREE or FOUR LADS
to SELL the

"HONGKONG TELEGRAPH."

LIBERAL COMMISSION
PAID.

Apply Personally at
THIS OFFICE.

Hongkong, 14th January, 1901.

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

	Per Case Doz.
A.—THORNE'S BLEND, White Capsule	$10.80
B.—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C.—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark	12.00
D.—WATSON'S H.K.D., BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E.—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule	16.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D. is well known for its fine flavour.

E. is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong Market.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 14, 1901.

NOTES AND COMMENTS.

The Kowloon Roads.

The Public Works Department would do well to look to the Kowloon roads before the wet weather sets in. These roads have not been constructed to stand heavy traffic. They are, in the majority of cases, not macadamized like those of Hongkong, but simply made up of rolled or stamped earth. So long as traffic was confined to rickshas and pedestrians all went well and the roads remained in fairly good condition. But matters are changed now. The Siege Train, the Bengal Lancers and a large number of transport mules and bullocks, with heavy wagons, are now stationed in Kowloon. The wheels of the carriages of the heavy siege guns have cut many of the roads up terribly, and the passage over them of cavalry, bullocks, mules and army wagons has greatly added to the damage commenced by the passing of the Artillery. The result is that the roads so traversed have been cut up into ruts and furrows and are, in many places, inches deep in dust. The state that these roads will get into so soon as the rains commence can be easily appreciated by anyone who will take the trouble to inspect them in their present condition, and it is evidently high time that the matter was taken in hand. Kowloon is growing in importance day by day and traffic is increasing, so if the roads are allowed to become quagmires, as many of them undoubtedly will if not looked to at once, a vast amount of unnecessary inconvenience will be caused.

The roads traversed by the tramways of the Godown Company also require attention. These are concreted, but are badly cut up in places where the coolies have carelessly allowed the heavily laden trollies to run off the metals. These ruts are a source of danger to rickshas and to cyclists, and in the dark are apt to be the cause of sprained ankles or broken limbs to pedestrians. Several minor accidents have already occurred and we think that repairs should be taken in hand before some bad smash draws forcible attention to the subject. Such roads as these, used as they are by thousands of persons daily, require constant attention and should be looked to directly the first traces of wear become apparent. A little work done at frequent intervals would keep them in proper order and would be cheaper in the long run.

REUTER'S TELEGRAMS.

THE PLAGUE AT CAPETOWN.

LONDON, March 12th.

The plague is seriously developing at Capetown. The Malays are rioting against preventive measures, but the Malay priests are supporting the authorities.

THE SUGAR TRADE.

The Liverpool refiners are importing thousands of tons of sugar from the Continent in anticipation of a duty on sugar of £5 per ton.

LATER.

THE NAVY ESTIMATES.

SUBMARINE BOATS.

The Navy estimates show an increase of £2,600,000 which provides for 3,745 more men, three new battleships, eight cruisers, fifteen torpedo-boat-catchers and five Holland submarine boats. The question of the use of the latter is being carefully studied. The estimates provide for new arrangements to retain 48 Orient, P. & O. and other liners as fast cruisers.

WEATHER REPORT.

The Observatory report says:—

On the 14th at 11.55 a.m. the barometer has fallen on the China coast, probably owing to the existence of a depression over N. China. Pressure is highest over W. Japan. Gradients slight with variable winds on the coast, and decreasing monsoon in the N. part of the China Sea. Forecast:—E. winds, decreasing; dull, some rain.

LOCAL AND GENERAL.

THE German census shows a population of 56,345,014, an increase of four millions in five years.

THE Volunteer movement hangs fire at Kuala Lumpur. Only fifty names are down for enrolment, out of 350 eligibles. Very few married men have joined.

LIEUT. and Commander Arthur H. Oldham, who has been appointed to the command of H.M.S. *Pigmy*, will take over the command at Singapore from Commander J. F. E. Green.

A COOLIE yesterday committed what is supposed to be suicide by divesting himself of all his clothing and jumping into the harbour at Kennedy-town. His body was recovered and taken to the Mortuary.

THE West Australian Government is inviting competitive designs for new Houses of Parliament, to cost £100,000. Three premiums are offered, *viz.*, £500, £200, and £100 for the first, second, and third designs.

IT is notified in our advertising columns that the officers of the Royal Artillery will be "at home" to their friends on the occasion of the R. A. Regimental Sports, which take place on Thursday next, the 21st March, from 2 till 6.30 p.m.

THE company Des Chargeurs Réunis are to open shortly their new service to Indo-China with departures from Dunkirk, calling at Havre and Saigon and Haiphong. Six steamers are at present being built, which are destined for the new service.

SEAGULLS of two species are still in evidence in the harbour, so we presume that there is little prospect of the cold and unpleasant weather coming to an end just at present. These birds are almost invariably a sure sign of inclement weather in Hongkong.

WE have before pointed out that the D. P. W. wastes much time and a fair amount of money in cutting afresh the side drains or channels on the road to Kowloon City, as soon as the edge crumbles in. Would it not be cheaper in the end to make a proper job of these drains.

WE have received from the Commissioner of Chinese Customs a notice to the effect that the following error occurs in the "List of Lights, etc., for 1901":—

Page 23, column 1, Lights Nos. 79, 80, and 81:—
For—
White, single mast
read—
Black, single pole, surmounted by wicker ball.

SE-KU a village three or four miles from here, was the great refuge for our boys during the trouble, says the *P. & T. Times*. The Boxers arranged with the servants to go there and they would be safe. We believe that this village has not been touched by the foreign troops. We fancy if the place was investigated even now some interesting discoveries might be made.

A NUMBER of people were permitted to visit the Dean's Cloisters at Windsor Castle on the 5th of February, to inspect the Queen's wreaths. The Lord Chamberlain's officials were not then able to complete the list of floral tributes received, but all labels, ribbons, and badges were being carefully preserved for entry. It was calculated that upwards of 3,000 wreaths were received.

THE Royal Artillery Regimental Sports take place at the Happy Valley on Thursday, the 21st inst., when almost every description of athletics will be put into the field. Tugs-of-war are included in the programme. The preliminary heats are to be decided on Wednesday, 20th inst. By permission of Lieut.-Col. Bertie and officers, the band of the Royal Welch Fusiliers will play during the afternoon of each day.

WHY is it, we wonder, that the new Blake Pier is unprovided with a shelter of any kind? The rainy season will soon be upon us and it will be most uncomfortable for those who are obliged to wait on the pier for launches or sampans. At the Police Pier at Kowloon, which is very seldom used except by the Police and Military launches, two excellent shelters with seats are provided, yet the principal pier of the Colony is left without a seat or shelter of any kind. Surely the matter cannot have been overlooked!

ONE hardship in coconut planting, says a Straits paper, is the difficulty of plucking the nuts from very tall trees. A Chinese estate owner near Kuala Lumpur has surmounted the difficulty by training a monkey to do the work. The monkey's celerity in climbing and the great number of nuts he manages to pluck within a short time proclaims his work to be that of an expert. [This is by no means a new departure. In some of the Malayan islands the large pig-tailed macaque is largely employed in gathering coconuts.—Ed., *H.K. T.*]

THE DEPARTURE OF THE R. W. F. FOR PEKING.

All arrangements were to-day completed for the despatch of the detachment of the Royal Welsh Fusiliers for Peking to relieve the Australian contingent which has been stationed at Peking for some considerable time past. 440 men and 13 officers of the R. W. F. barked to-day at 2 p.m. on board the hired transport *Chingtu*, owned by Messrs. Butterfield and Swire. This steamer is a fine boat and has been admirably fitted out as a transport by the Dock Company here in the short space of ten days, under the superintendence of the Transport Department. Great credit is due to the departments for the thoroughness of the execution of the arrangements. The ship is just like a barracks and is fitted with electric light, refrigerator, and almost every convenience which a transport can require, according to the regulations laid down by the Admiralty.

The vessel, under the command of Captain Williams, is expected to leave the harbour to-morrow morning, proceeding at eleven knots to Taku, and she will probably take back the Australians, about 400 men and 13 officers, to Australia, they having been brought out by the *Salamis*.

LEGISLATIVE COUNCIL.

This afternoon, a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present His Excellency Sir Henry Blake, G.C.M.G., the Hon. J. H. Stewart-Lockhart (Colonial Secretary), Mr. C. M. Messer (Acting Colonial Treasurer), the Hon. W. Meigh Goodman (Attorney General), the Hon. F. H. May, C.M.G. (Captain Superintendent of Police), the Hon. Basil Taylor (Acting Harbour Master), the Hon. C. P. Chater, C.M.G., the Hon. J. Thurburn, the Hon. J. J. Keswick, the Hon. R. M. Gray, and Mr. R. F. Johnston (Acting Clerk of Councils.)

The Clerk of Councils read the minutes of the last meeting.

CAPE D'AGUILAR LIGHT.

The Colonial Secretary laid on the table correspondence relating to the removal of the D'Aguilar light. It had been asked what was going to be done by the Government. They had referred the matter home for information. It had been decided by the Government to call upon the Hon. Harbour Master and the Hon. Director of Public Works to frame an estimate for the proposed works, and when this had been done it was proposed to go forward with the works. When a proof had been finally struck one would be forwarded to hon. members.

SANITARY BYE-LAW.

His Excellency the Governor said the Hon. Director of Public Works had moved at the last meeting that the Sanitary Bye-law (Cleansing and Limewashing), be passed by the Government so as to become a bye-law. This had been postponed on account of the absence of the Chinese members. He understood that the Hon. D. P. W. still upheld the resolution to proceed with the motion, and to allow of discussion at this meeting, the motion would have to be seconded.

The Colonial Secretary said that to enable discussion to be proceeded with, he would second the motion.

Dr. Ho Kai said he opposed the motion. This Sanitary Byelaw was made by the Sanitary Board for the purposes of compelling the villages of Quarry Bay, Shaukiwan, Stanley and Applichau to comply with the byelaws as regarded cleansing and limewashing their premises, which byelaws were enforced in the City of Victoria. He opposed the motion because he considered the application of the byelaws to the villages named unnecessary, and expensive and troublesome both to the Government and to the poor villagers. He thought the byelaw was passed by a very narrow majority of one by the Sanitary Board, and the minority included the Hon. Capt. Superintendent of Police, and Dr. Bell. It was not merely cleaning the houses. If a byelaw was passed which compelled the villagers to have a "Spring cleaning" twice a year he would support it. Then he thought that it would cost from $5 to $10 and he was certain it could not be done for under $2 or $4.

Hon Mr. Thurburn said he supported Dr. Ho Kai's remarks. He did not know that limewashing had been proved very useful as yet.

Hon Wei Yuk concurred with these remarks. He considered that limewashing was not only unnecessary but that it was a hardship to the villagers. Before the motion was passed he hoped that the hon members would give their serious consideration to the matter.

On being put to the Council the motion was unanimously rejected.

CIVIL MEDICAL STAFF.

The Attorney General moved the second reading of the Bill entitled An Ordinance to provide for the better enforcement of discipline among the subordinate staff in the Civil Medical Department. He said he could not do better than refer to the objects and reasons at the foot of the bill.

The Colonial Secretary seconded and the bill was read a second time.

The Attorney General then moved that the Council resolve itself into Committee to consider the bill clause by clause.

The Colonial Secretary seconded and the bill was considered in Committee, after which, there being no alterations, the Attorney General moved the third reading of the bill.

The Colonial Secretary seconded and the bill was read a third time and passed.

NATURALIZATION.

The Attorney General moved the third reading of the Bill entitled An Ordinance to repeal all Ordinances for the Naturalization of Persons as British Subjects within this Colony and to make provision for the Preservation of the Rights of such Persons.

The Colonial Secretary seconded and the bill was read a third time and passed.

PUBLIC HEALTH.

The Attorney General moved that the Council resolve itself into Committee to consider the Bill entitled An Ordinance to consolidate and amend the laws relating to Public Health in the Colony of Hongkong.

There were several questions of definitions which were not settled, and it was provided that other material be allowed for floors than concrete. The law Committe now recommended the passing of the bill.

The Colonial Secretary seconded and the bill was considered in Committee, after which there being no alterations, it was read a third time and passed.

H.E. The Governor said The Attorney General had taken great trouble and was to be congratulated upon the way in which he had consolidated the laws.

The Council then adjourned *sine die*.

THE PLAGUE.

Number of cases reported up till noon of the 13th March, 1901	Chinese	43
	Other Asiatics	0
	Europeans	0
Number of cases reported during the past 24 hours	Chinese	2
	Other Asiatics	0
	Europeans	0
Total number of cases reported to date		45
Number of deaths reported up till noon of the 13th March, 1901	Chinese	42
	Other Asiatics	0
	Europeans	0
Number of deaths reported during the past 24 hours	Chinese	2
	Other Asiatics	0
	Europeans	0

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

The fourteenth ordinary annual meeting of shareholders in the above Company was held at the Company's office, No. 2, Connaught Road, at noon, to-day, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1900.

The Hon. J. J. Keswick (chairman) presided and the others present were the Hon. C. P. Chater, C.M.G., Messrs. C. S. Sharp, N. A. Siebs, P. Witkowski, G. H. Medhurst, A. M. Marshall, P. Sachse, A. J. Raymond, J. A. Mackay (directors), E. Osborne (secretary), Captain Tillet, E. Leigh, T. F. Hough, Fair, G. L. Tomlin, R. Potts, R. J. Macgowan, J. Goosmann, C. Palmer, M. de Champeaux and Chan A Fook.

The notice calling the meeting was read.

The Chairman said:—Gentlemen, with your permission I propose to dispense with the reading of the Report. The year 1900 as will be seen from the figures detailed in the Accounts was, notwithstanding the check to trade which followed closely upon the political troubles in the North, one of marked progress for the Company, one of the prosperous years in the steady, though sometimes slow, development of your business and had we been able to take full advantage of the exceptional circumstances brought about by the war the results, good as they are, would have been better but we had not the accommodation to do all that was asked of us, and consequently were not able to reap the utmost gain from the favourable conditions of the moment. Bearing this in mind and in continuation of our policy of being ahead rather than behind the times we have made further acquisitions of land and are providing additional accommodation, our object being to possess sufficient room to enable us to carry on work to the satisfaction of constituents and with credit to ourselves. This, under the cramped conditions of the past 3 years, has not always been possible but the extensions we have made and others under contemplation, should, before long, provide the necessary remedy. The Capital of the Company was increased early last year to meet the outlays I have referred to and in order to preserve a more even balance between our indebtedness and Capital. The few shares that were not taken up represent fractions, and shares belonging to persons who were absent from the Colony will be disposed of during the year. The premium of the new issue it is proposed to place to Reserve and no doubt you will approve of this as of the other suggested appropriations of profit. By the typhoon of 10th November the Company's property ashore and afloat suffered to the extent of nearly $10,000 and I have no hesitation in saying that had there been shelter for our craft we should have lost very considerably less. The Causeway Bay shelter which no doubt was good enough for the days when it was made is barely sufficient to receive small craft alone, and quite inadequate for the hundreds, if not thousands, of cargo boats and other craft that need protection in the typhoon season. The anchorage off Yau-ma-ti is good so long as the wind remains in one direction, viz from the North East but forms a most dangerous trap in the event of it shifting, as was the case in the November typhoon and it is to be hoped that further accomodation may be provided in time to avoid a repetition of the damage done on that occasion. The bubonic plague has been a serious trouble and expense to us in the past but I hope the remedial measures adopted will tend to reduce the number of cases during the current year and eventually eradicate the pest altogether.

There being no questions, the chairman moved the adoption of the report and statement of accounts.

Mr. Goosman seconded. He said he fully endorsed the chairman's remarks. He supposed they could congratulate themselves on the satisfactory working, but he trusted that with the better accommodation spoken of by the chairman, things would be better in future. He hoped they would have another good year. As regarded the shed for carpenter's goods, perhaps the Government would give notice to the chairman's remarks and perhaps the chairman might have occasion to move in the matter. They could congratulate themselves that their losses had not been more serious than they had been.

The motion was put to the meeting and carried unanimously.

The next business before the meeting was the confirmation of the appointment of Messrs. A. M. Marshall, G. H. Medhurst, C. S. Sharp, and P. Witkowski as directors. On the motion of Mr. Hough seconded by Mr. Fair, the appointments were unanimously confirmed.

The retiring directors, Messrs. A. Haupt and P. Sachse, were unanimously re-elected on the motion of Captain Tillet seconded by Mr. Leigh.

Mr. Tomlin proposed the re-election of Messrs. F. Henderson and W. H. Potts as auditors.

Mr. Hough seconded and the motion was carried unanimously.

The Chairman.—That is all the business, gentlemen. I am much obliged to you for your attendance. Dividend warrants will be posted this afternoon.

THEATRE ROYAL.

The last performance of the musical comedy "Florodora" was given by Mr. Dallas's Company at the Theatre Royal, City Hall, last night, before a full house. A very hearty reception was accorded to the performers and many bouquets were bestowed upon the actresses by an appreciative audience. To-night for the first time in Hongkong the Chinese opera "San Toy," which is proving such a success at Daly's Theatre in London, will be put on the stage and it will be repeated on Friday and Saturday. Next week "The Belle of New York" will hold the stage for the first three nights, and "The French Maid" will occupy the remainder of the week.

There is bound to be a rush for seats and the Robinson Piano Company are going on apace with the booking.

AT THE MAGISTRACY.

LETTER RUNNER.

Before Mr. Kemp this morning Wong Sun, a coolie, was charge with infringing the rights of the Post Master General by carrying letters to deliver them otherwise than through the post. He was seized by an Indian constable yesterday with four letters containing money in his possession, near the Canton wharf. He had just landed from Canton.

His Worship inflicted a fine of $100.

* * *

DISORDERLY AMERICAN.

M. Battle, a fireman of the U.S.S. *Kentucky*, was charged before Mr. Kemp this morning with behaving in a disorderly manner whilst drunk yesterday, with assaulting a rickshaw coolie, and with damaging a constable's uniform to the value of $2.50.

It appears that the defendant hired a rickshaw, drove up to East Point and then gave the coolie a blow on the face knocking him

was treated in a like manner by the drunken man, who, however, was taken to the police station after a tussle.

His Worship fined the defendant $2 or four days on the first two charges and $2.50 or six days on the charge of damage to uniform.

The defendant was imprisoned.

THE CRISIS IN THE NORTH.

TIENTSIN.

—o—

Affairs in the North.

(From Our Own Correspondent.)

TIENTSIN, March 1st.

We are beginning once more to take a slight interest in Edicts. The long series of meaningless contradictions or obvious misrepresentations which have dribbled out since last June is closed apparently, and a new series has been commenced, which will require some watching to see if they are genuine or not. The Edict of the 3rd of the 1st Moon sanctioning the punishment of the officials is genuine enough and many of the sentences have been, I believe, already carried out. Two at least of the executions were conducted with as much publicity and ceremony as we could demand, in the presence of the President of the Board of Punishment and representatives of the Allied forces. The Edict runs:—We have already in former Edicts inflicted severe punishment on those officials who caused the present trouble. But we have received a memorial from Prince Ching and Li Hung-chang stating that the Foreign Powers insist upon yet further punishment. We therefore order that in addition to our former mandate the following changes:—Prince Ching to commit suicide, and Yü Hsien to be executed "at once," officials being appointed to witness it. It had been already decreed that Prince Tuan and Tsai Lau should be executed "with grace" but in regard to their relationship to us we will treat them leniently and they will therefore be banished to Ile for life, and will start at once under official escort. Kang Yi, who was most malicious in his action, should have been executed "at once," but he is already dead. Yiu Nien and Chao Shu-chiao were to be executed "with grace," but now we order them to commit suicide. The Governor of Shensi, Cheng Chun-Hsuan, must witness their death. Chi Hsin and Hsu Sheng-Yüh (Son of Hsu Ting) have been accused by the Foreign Powers of helping the Boxers and purposely causing trouble, and have already been degraded. But if the Powers who now hold them prisoners will hand them over to Prince Ching and Li Hung-chang, let them be executed "at once," and let the President of the Board of Punishment witness it. Hsu Tung and Li Ping-heng both talked confidently of the Boxers and favoured them, and they ought to be executed "with grace" but they are already dead, and we therefore can only cancel their posthumous honours. Let this be obeyed.

The Edict which I subjoin is of a previous date but has been published since the above. At first glance it was thought by intelligent Chinese to be a *bona fide* Edict of the Emperor's, and it was accordingly believed and hoped that he was regaining power. But on closer examination it proves to be merely a very clever attempt to shift all responsibility for the recent trouble on to official shoulders, and as another Edict of the same date commands all the Edicts since last June to be produced for Imperial inspection, as it is believed they have been "tampered with," I think you will find that the Court will pretend that all the Edicts favourable to Boxers etc. were altered by "unscrupulous officials" after they were drafted by the Imperial hand, and we shall probably hear at some later date that the officials now being executed were the culprits in this matter, and in this way it will come to be known that these men were executed, not for their offense against foreign nations, but for altering the Imperial Edicts. The subjoined Edict will be read with interest. It is full of minute contradictions and little slips which in reality strengthen the evidence against the Court, and the statement that the Southern Viceroys were ordered not to fight harmonises well with the involuntary viciousness of the immediately following reference to their having stood by and not helped the Court in their difficulties! It appears that Count von Waldersee does not place much faith in the Chinese attitude, as on the 25th ulto. he renews his instructions for troops to be ready for a possible advance early this month. A force of some 2600 British would probably leave here under the command of Gen. Cummins, D.S.O., Gen. Richardson commanding the Cavalry, and the Field Marshal would himself command the allied column. Some doubt is felt, however, as to whether the force here is really strong enough for any such expedition. The country round here is increasingly disturbed and an expedition into the hills would place us at a considerable disadvantage. I forget whether I mentioned in my last the frequent disappearance of units, and attacks made on foreigners. Three or four violent deaths have been met this past week by men who more or less provoked Chinese attack by their own unlawful proceedings. It is not wise for foreigners to go about alone far from the settlements now, as the whole country abounds with brigands.

The port is well open again and flocks of people are expected up. The future of trade is at present obscure and like everything else will depend mainly on the action of the Court. Li Hung-chang talks confidently of the almost immediate withdrawal of the foreign troops, and is already making plans for the disposal of Chinese forces here and in Peking as soon as the "Allies have withdrawn!" Picture us, guarded and protected by Chinese braves! The idea was never one which excited feelings of respectful awe, but is deliciously comic now.

The Australian Contingent leave this in about a fortnight's time, and the Welsh Fusiliers are again coming North, I hear.

EDICT ISSUED FEB. 14TH, 1901.

The revolt of the Boxers last summer was the cause of much bloodshed between hitherto friendly nations, and led to the fall of even our seat of Government. When the Capital of Our Empire was attacked, I escorted the Empress Dowager and escaped to the Westward. We subsequently appointed Prince Ching and Li Hung-chang to be our plenipotentiaries to discuss terms of peace with the Foreign Powers. Yesterday we received telegrams from these Statesmen saying that the twelve general terms of peace had been agreed to, and we ordered them to carefully negotiate the remaining articles in such a way that China might be able to bear the burden of satisfying the Foreign Powers. The time has now therefore arrived for us to explain to the country and publicly bemoan all that has occurred, and we have no recourse but to reveal to the officials and people all that we have endured, and how wrongly we have been accused. Those who have failed to appreciate the true causes of the Boxer rebellion have hastily accused us of negligence in allowing the Boxers to become so powerful. They do not appear to realize that we issued many Edicts during the 5th and 6th Moons ordering the suppression of the Boxers and the protection of the Christians. But the people were self-willed and insubmissive, and the Court was powerless. At that time we were in a serious dilemma, our authority being set at naught, and we feared for the security of the dynasty. On the 21st of the 7th Moon (July 14th) the most serious event happened (Fall of Peking). I and the Empress Dowager were then prepared to offer ourselves as sacrifices to appease our wrathful ancestors, but while we cried and abased ourselves, the Princes and Ministers came and insisted on our escaping and forced us against our wills through the fires and conflict to escape to the westward. Palaces around us were in ruins and officials killed. All this was the work of the Boxers. How then can it be said the Court helped the Boxers! The real reason of the Boxer rising is that the timid officials when dealing with law suits in which native Christians were concerned were afraid the foreign Consuls would impeach them for injustice to the Christians, and others who wished to find favour with the people always sided with them against the Christians, so that a bitter feeling grew up between the people and the converts, and they gave the Boxers an excuse for mischief. This was entirely the fault of the local officials. When the Boxers had destroyed churches and railways we ordered the reserve forces in Chihli to suppress them, but the Imperial troops were very badly controlled. They persecuted the good people, and the Boxers proclaimed that they were only against the Christians and would do no harm to the people. This caused the people to fear the troops and turn to the Boxers for protection, and the Boxer force thus became stronger and stronger. This was the fault of the military officers who did not exercise proper authority over their soldiers. The Boxers spread wild rumours that they could perform great deeds by means of charms, and excited the ignorant people, and even the ignorant and conservative officials and princes fell into the snare. These princes and officials who for many years have beheld with envy the power of other nations, foolishly hoped to strengthen our nation by the help of the Boxers, and caused Boxer drill to take place in every house and palace. Seeing this I and the Empress Dowager ordered Kang Yi to disperse these people, but instead of dispersing they appeared upon the walls of Peking in red belts and turbans and attacked the foreign Legations. The Empress Dowager has been regent and advisor for forty years, and I have been influenced throughout by her teaching to protect the Christians and be friendly to Foreign nations. What faithful and loyal people would burn houses and kill people, and what Government would break peace with other nations and support rebels! During the trouble the leaders were backed by somebody, and I and the Empress found ourselves deprived of all power and in great personal danger. This was the fault of the princes and officials. At the time when the Legations were besieged we several times ordered the Ministers of the Tsungli Yamen to stop the attack and to visit the Foreign Ministers, but they were prevented by the firing on both sides. The Court did its utmost to try and stop the attack, and thus the worst calamity to the foreign Ministers was averted. It is I, who, in order to satisfy the Empress Dowager's anxiety sent fruits and wines to the foreign Ministers, and her anxiety for them ought to be widely known. Now by the peace negotiations I am in full possession still of power and Empire: I have lost neither prestige nor territory. I am grateful to the Foreign nations for their leniency, and truly grieved at what the officials have done, and I am sorrowful and humiliated, but hopeful that peace is really ensured and that the Powers will not offer more serious difficulties to be overborne. Let Prince Ching and Li Hung-chang negotiate the remaining articles carefully, and for the best interests of China. The Foreign nations are just and reasonable, and they know the capacity of China and they must modify their demands accordingly. We would further point out that at the time of the trouble, we ordered the Southern Viceroys to protect their Provinces but not to open hostilities. Fortunately they obeyed our wishes and did not break peace with the Foreign Powers, but entered into an agreement with the Consuls, and the trade of the Southern provinces was thereby saved from ruin. In times of peace these provinces were confident and boastful, but in time of need they were powerless, and instead of realizing the hardship and danger of the Court they stood calmly on one side and blamed it! Think of the position we were in. On the journey between Chang Ping and Hsien Hua, I attended the Empress Dowager in ragged cotton clothing and we were not able to get so much as a bowl of *congé*. The misery was even worse than that endured by the poorest people. Does not the thought of it make every official ashamed? But the responsibility for the officials of state rests upon the sovereign, and thus the fault of all this is mine, and I go into these details not to reproach you, but to urge you to do better in future.

Within the past twenty years after any trouble there has been some feeble pretence made at reform and talk of reorganizing Government finance and strengthening the Nation; but these plans became mere empty ornamental memorials, and in a short time corrupt practices and selfishness were again rampant. I would have you officials understand that the country cannot be built up in this way. At the best of times our finance is weak, and now this serious calamity has made us poorer them ever. You officials who have received so many gracious benefits from the Government must exert yourselves and display your patriotic loyalty by devising some way by which we may be able to face the indemnity without causing the people to suffer too much. It is of the utmost importance now to abolish selfishness and conservative principles from the official circles, and then the affairs of the State may be better managed. You must report to us when reforms are needed and begin at once, as I and the Empress Dowager look to you to help us recover what we have lost and suffered by this great calamity to the nation. Let this be obeyed."—*Free translation.*

THE QUEEN'S FUNERAL.

AN EMPIRE'S GRIEF—IMPOSING NAVAL PAGEANT—LONDON'S FAREWELL.

With all the simplicity befitting a heroic life the funeral procession of Queen Victoria left Osborne on 1st ulto. On a gun-carriage lay the Royal coffin which contained the body of her whom we love and mourn; first to the simple music of the Highland pipes, which she had always loved, and then to martial strains of a Funeral March, the pageant of an Empire moved to the margin of the sea, where, extended in stupendous silence, the fleets of our own and of other nations awaited the passing of the Queen. Following the coffin, His Majesty the King walked to where the Royal yacht awaited for the last time the presence of her whom death had at last conquered. With the German Emperor and the Duke of Connaught, His Majesty walked in the procession which accompanied all that was mortal of Queen Victoria to the Mausoleum at Frogmore, where rests the dust of the Prince Consort. Never before has there been so simple and yet so magnificent a pageant of the dead. Death has conquered human strength, but the victory is incomplete. For the spirit of the dead Queen triumphed, in spite of the outward evidence that we mourn one who has passed away from the land of the living.

Quietly and reverently the Royal procession walked to the sea, and there committed the body of our late Sovereign of glorious and blessed memory to the Royal yacht for safe conduct to the mainland. The spectacle of the Royal yacht, preceded by four destroyers on either bow, threading its way through the lines of warships which extended from Cowes to Portsmouth was one that shall never be seen again. And as the minute-gun heralded the progress of the Royal yacht with its sacred burden the sense of loss was only balanced by the splendour of the passing. For the last time the dead Queen passed through the fleet which had made her name and honour known all over the world: for the last time the officers and men of the fleet saluted the Monarch whose name had been on their lips ever since they knew what Empire meant. And she, in the icy silence of death, passed through the lines on her way to the capital of the Empire, where the people awaited the last opportunity of paying their homage to one who earned by her scrupulous honour and unfailing fortitude the love and undying gratitude of her subjects.

THE FLOATING BIER.

The raised dais on which the coffin rested was a little abaft the funnels of the *Alberta*, and just forward of the deck saloon known as the Royal Pavilion. Four pillars clothed in purple, with white silk and purple curtains, were so arranged that the curtains could be drawn around them, thus, with the canvas awning which covered the after part of the ship, creating a tiny chapel for the Royal remains to rest in. At right angles to the catafalque on which the coffin was placed were two small cabinets, also dressed with purple. On the one rested a crown, and on the other the orb and sceptre. From each of the four pillars were suspended magnificent wreaths, the privileged gifts of the admirals commanding at Portsmouth, Devonport, the Nore, and in the Channel. They represented anchors, being of white lilies of the valley, harisii lilies, arum lilies, and azaleas, and the inscriptions were similar in each case, "From the Vice-Admiral, Rear-Admiral, Captains, and Officers, as a slight token of loving devotion to their late Queen." One other wreath was placed at the base of the dais. It represented a heart, with the Geneva Cross in red, and was from the naval nursing sisters. As the hawsers of the ship were let go, and the yacht slowly steamed into the Roads, the coffin, with its magnificent covering guarded at the four corners by naval officers in their brilliant uniforms, was in full view of the thousands of mourning subjects who lined the shore and filled myriads of boats on the water. When the cannonade was discontinued by the line of warships it was taken up by the forts and the guardships. Darkness was gathering round before the *Alberta* brought her precious freight up to the blackfringed side of the wharf of the Royal Clarence Yard, where she remained during the night in the company of the *Victoria and Albert* and the *Hohenzollern*. From first to last the ceremony was one of unparalleled grandeur and solemnity, and one never likely to be forgotten by those who witnessed or participated in it.

THE PROCESSION THROUGH LONDON.

GREAT MILITARY PAGEANT.

Amid the most striking manifestations of profound national grief and reverence the remains of the Good and Great Queen Victoria were borne to rest at Windsor on 2nd ulto. No event of our time and few in history will compare for stately dignity and the outpouring of a people's love with the magnificent solemn pageantry of this Royal funeral. The might and majesty of England's naval power attended the removal of the body from Cowes to Gosport on 1st ulto., and on 2nd the military forces gave martial splendour to the funeral procession, while the tribute of multitudinous sorrowing crowds was deeply impressive. Nothing could have been more fitting than that the way to the Royal tomb at Windsor should be through London, the heart of the Empire, so that the people might do homage and bid farewell to their revered Queen. Business was universally suspended, and the drawn blinds of the houses were mutely eloquent of the occasion. From early morning huge masses of people, all decently habited in black, poured forth from every quarter of the metropolis to line the route from Victoria Station to Paddington. It was a supremely reverent, orderly crowd. There was no hustling or pushing for places, though so dense was the gathering that enormous throngs in the background had no chance of seeing anything of the procession. Yet it seemed to be satisfaction enough for them—many women with weeping eyes—to be close to the spot where their dead Queen was carried past, while they could see nothing save the dancing plumes of the mounted troops in the procession, and hear the distant strains of sad funeral music.

It was a typical grey winter day, rather inclined to be misty in the morning, and on the whole well suited to the funeral surroundings, as the early mists rolled away, leaving the sun unable to gain the mastery over the pall of leaden-hued clouds that shrouded the sky. The special train bearing the Royal coffin and chief mourners from Gosport arrived at Victoria in good time, and without a hitch the funeral procession was got in order for the solemn march to Paddington. The head of the procession, which was nearly two miles in length, extended along Buckingham Palace-road, through the Mall and into Piccadilly, and, at a given signal, it moved onwards. The moving pageant was a grand spectacle, illustrative of the pomp and panoply of power, being representative of all branches of the British Army and Navy, and in it figured five European monarchs, besides Princes and Princesses and other Royal personages innumerable. Through the vast, silent multitude, with heads reverently uncovered, the Royal remains were borne on a gun-carriage, drawn by eight cream-coloured ponies. The coffin was covered with a splendid white silk pall, and on this there were those symbols of regal dignity—the crown, sceptre, and orb. As chief mourner, the King rode behind the gun-carriage, with the German Emperor on his right and the Duke of Connaught on his left. The devotion of the crowd as the bier passed along was a touching sight. The dull boom of the minute-gun smote upon the ear, and bells were tolling mournfully all the time.

At the Great Western Terminus the coffin was drawn up in front of the funeral car. The King, the German Emperor, and the Duke of Connaught dismounted, and took their places on the platform, and Queen Alexandra and the other occupants of the carriages having alighted, the whole formed an avenue between the gun-carriage and the train. Four of the Great Officers of State travelled in the compartment which held the coffin.

THE PROCEEDINGS AT WINDSOR.

A STARTLING INCIDENT.

The train arrived at Windsor about two o'clock. The King was the first to alight, followed by the Emperor and the other Monarchs and Princes. Queen Alexandra and the Princesses at once drove away in closed carriages to St. George's Chapel. The coffin, on which were the crown and sceptre, and other Royal and Imperial insignia, was removed from the funeral car by Grenadiers and placed on a gun-carriage, behind which the King, the Emperor, and the Duke of Connaught took their places. The order was at once given to start; but a difficulty occurred with the horses, some of which became unmanageable, and the carriage could not be moved. It was a painful and dramatic scene, writes one of the correspondents. The King of England and the representatives of the world looked on dumbfounded. In vain the artillerymen repeatedly tried to get the horses to proceed quietly. They only plunged and kicked more fiercely than before. The onlookers held their breath. The bands stopped playing, but the horses still refused to drag the carriage an inch. The artillerymen exhausted all their devices to quieten the animals, and others went to their assistance, but their combined efforts availed nothing.

THE HOUR AND THE MAN.

Suddenly what appeared to be a hopeless difficulty was solved. The stupefying emergency had called forth the man. The man was Captain the Hon. Hedworth Lambton, *Powerful* Lambton, of Ladysmith. Let the horses be taken out, he suggested, and the bluejackets forming the guard of honour have the supreme privilege of drawing their dead mistress to St. George's Chapel. No sooner said than done. The restive horses were taken out of the gun-carriage and led away. Then the tars surrounded the carriage, and ropes, harness, and communication cords were brought from the train. Never will the sight be forgotten by its beholders. The King and the German Emperor watched the proceedings keenly, and it was remarkable how well His Majesty of England bore up under the painful ordeal. Rapidly, quietly, methodically the bluejackets made their preparations, and soon all was ready. The sight was a magnificent one—the long row of sailors harnessed to the gun-carriage which was taking home the dead Empress of the Seas. Would not Her Majesty have wished it so? Up the station hill to the Castle came the coffin. People in the streets wondered when they saw the sailors coming, but they did not notice anything amiss. They thought it was all in the programme, for the bluejackets drew their burden with as much ease as they had dragged the guns into Ladysmith. Surely all the history of Royal funerals can show nothing to equal this.

It seems that the gun-carriage which bore the remains of our late beloved Queen from Windsor Station to the Castle was fitted with a small but very powerful brake, worked by a small wheel, which could be turned by anyone standing immediately behind the carriage. When the horses were said to have refused to draw the gun-carriage they were described as having "come up to their collars," and it is admitted that they worked perfectly willingly before and after the funeral. It is suggested, therefore, that the unfortunate *contretemps* was caused by the brake in question being screwed up to keep the carriage motionless while the coffin was being laid upon it, and that by some mistake it was not taken off when the horses tried to start. This would entirely account for their behaviour.

By the time that that *cortège* had reached St. George's Chapel the beautiful sanctuary held a congregation typical of all that is best in our national life—nobles, Ministers, and Privy Councillors. During the service, which was conducted by the Archbishop of Canterbury and the Bishop of Winchester, the coffin reposed on a purple catafalque at the foot of the altar-steps, the King standing at its head. At the close of the impressive rites Her Majesty's remains were removed to the Albert Chapel, whence they were subsequently to be taken and deposited in the Mausoleum at Frogmore beside those of her illustrious Consort. Simultaneously with the ceremony at Windsor special memorial services were held at Westminster and St. Paul's all over the United Kingdom, in every part of the British Empire, and, indeed, throughout the civilised world.

LAST SAD RITES—INTERMENT AT FROGMORE.

The interment of the Queen's remains at Frogmore on 4th inst. was marked by another picturesque pageant and an affecting final service. These formed at once a marked contrast and an impressive sequel to the memorable proceedings of last week. This concluding stage of the historic ceremonial did not, of course, take the form of a popular demonstration. There was no longer the pressure of vast crowds, and no glittering array of Ambassadors or statesmen, but there was still much to stir every imagination. No strangers were admitted to the Castle grounds, and the only witnesses to the Funeral Procession when it started were the Military Knights of Windsor. The coffin, which had remained during the night in the Albert Memorial Chapel, was again placed upon a gun-carriage, in front of which walked the personal servants of Her late Majesty. Following it came the King and the German Emperor, each wearing the uniform of a Field-Marshal, the King of the Belgians, the King of Portugal, the Princes of the Royal family, and afterwards the Queen, with the daughters and several of the granddaughters of the late Queen, and the Ladies of the Royal Household. Large crowds of people assembled in the Long Walk to see the mournful Procession pass, but none were admitted within the grounds at Frogmore. The scene within the Mausoleum was, though simple, most impressive. The King and Royal family were grouped round the coffin whilst the Burial Service was conducted. The musical passages were rendered by the choir of St. George's Chapel. The Bishop of Winchester and the Dean of Windsor read the service. The anthem was by Tennyson, set to music by Sir W. Parratt. The Bishop of Winchester pronounced the Benediction. At the close of the service, the King led little Prince Edward of York to the sarcophagus, to take a last glance at the coffin of the Queen, and, before they left, the Royal mourners engaged for some time in silent prayer around the still open tomb.

The whole grand ceremonial is over now; and it may be said that it is well with the Queen and well with us. She has left amongst us an undying memory of a great life's task nobly accomplished, of wisdom, of loving-kindness, of goodness, and of sympathy. No man or woman can have looked unmoved on any of the great scenes which were enacted, or can have failed to feel that the honour which the nation paid abundantly and with a full heart to the funeral of the Queen was the just reward of simple goodness. Most priceless of all will be the memory of the events of 2nd ulto. left in the minds of the little children, hundreds and thousands of whom will tell in the years to come that they were taken in the early morning to gaze upon a black London, to see the people's unspoken sorrow, to behold the coffin of the good Queen, with its pall of pure white and its insignia of Royalty, and its train of Kings and Princes.—*L. & C. Express.*

NOTANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1893.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	1.76

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.19	30.08
Temperature	62	64
Humidity	73	78
Rainfall	0.04	—

TO-DAY.

Thursday, 14th March, 1901.

Chinese—*24th of 1st moon of 27th year of Kwang-sü.*

Sun—*Rises* .... *6hr. 11min.*
Sets .... *6hr. 8min.*
Moon—*Max. Declination S. 6hr. a.m.*
High water—*Morning* .... *0hr. 0min.*
Afternoon .... *0hr. 0min.*
No high water.
Low water—*Morning* .... *0hr. 0min.*
Afternoon .... *0hr. 0min.*
Nor low water.

ANNIVERSARIES.

1842—8,000 Chinese troops routed by the British at Tsz-hi with great slaughter.
1849—Surrender of the Sikhs to the British.
1890—Law Courts at Yokohama opened.
1897—Autonomy of Crete officially conceded.
1899—Bombardment of Samoa by U.S.N.
1900—The Hongkong and Shanghai Bank premises at Peking, completely destroyed by fire.

TO-MORROW.

Friday, 15th March, 1901.

Chinese—*25th of 1st moon of 27th year of Kwang-sü.*

Sun—*Rises* .... *6hr. 10min.*
Sets .... *6hr. 8min.*
High water—*Morning* .... *8hr. 23min.*
Afternoon .... *5hr. 39min.*
Low water—*Morning* .... *0hr. 51min.*
Morning .... *10hr. 16min.*

ANNIVERSARIES.

1849—Cardinal Mezzofanti died.
1865—Governor Sir H. Robinson left Hongkong for Ceylon.
1898—Sir Henry Bessemer died.
1899—Italian demand finally refused by China.
1899—Great Central Railway (England) open for traffic.
1900—Departure of Cronje and rest of Boer prisoners for St. Helena.

AGENDA.

TO-DAY.

9 p.m.—The Dallas Company at the Theatre Royal.

TO-MORROW.

Daylight—N.Y.K. steamer *Hakata Maru* leaves for Kobe and Yokohama.

Cargo ex *Catherine Apcar* subject to rent.

SATURDAY 16th.

N. D. L. steamer *Nuentung* leaves for German Colonial and Australian Ports.

Noon—P. & O. S. N. steamer *Bengal* with Mails etc. leaves for London.

(About)—P. & O. S. N. Co.'s steamer *Chusan* leaves for Shanghai.

5 p.m.—C. M. Co.'s steamer *Diamante* leaves for Manila.

5.30 p.m.—A Regular Meeting of the Perseverance Lodge at the Freemason's Hall.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English *(Chusan)* to-morrow.
Canadian *(Empress of China)* 18th instant.
German *(König Albert)* 19th instant.
German *(Bayern)* 19th instant.
Indian *(Suisang)* 20th instant.
American *(Nippon Maru)* 20th instant.
Canadian *(Tartar)* 28th instant.
Canadian *(Athenian)* 1st prox.

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The Silk ex N. P. Co.'s steamer *Olympia*, arrived at New York on the 9th inst.

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The "Ben" Line steamer *Bencleuch*, from Antwerp and London left Singapore yesterday, the 13th inst., for this port.

* * *

The J. M. Co.'s steamer *Suisang*, from Calcutta and Straits left Singapore for this port yesterday, the 13th inst., at 5 p.m.

* * *

The G. & O. Co.'s steamer *Bergenhus*, left San Diego for Kobe and Hongkong on 10th inst., and is due here about 20th April.

* * *

The H. A. L. steamer *Serbia*, from Hamburg left Singapore for this port yesterday, the 13th inst., and may be expected here on or about Tuesday, the 19th inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

G.M.S. *Hertha*	at	Kowloon	Dock.
U.S.S. *Isla de Luzon*	"	"	"
U.S.S. *Bennington*	"	"	"
U.S.S. *Yorktown*	"	"	"
H.M.S. *Centurion*	"	"	"
Glenogle	"	"	"
China	"	"	"
Hainan	"	"	"
Chingtu	"	"	"
Lekin	"	"	"
Hailan	"	"	"
U.S.S. *Concord*	"	Cosmopolitan	"
Hónam	"	"	"
Nuentung	"	"	"

* * *

PASSED THE CANAL.

Outward—1st March—*Awa Maru, Benledi, Saxonia, Kobe.* 5th March—*Strathord, Denbighshire, Cymbeline, Ferndene, Grosmont, Thyra.* 8th March—*Dagfred, Sheikh, Teresa.* 12th March—*Obi, Arnold, Luyken, Irene.*

Homeward—12th March—*Marie Valerie, Java, Polarstjernen.*

Arrivals at Home—2nd March—*Sachem, Wakasa Maru, Strassburg.* 6th March—*Saranac, Achilles, Norderney, Rhipeus, Valdivia.* 9th March—*Hamburg.* 13th March—*Laos, Verona.*

Shipping.

Arrivals.

HAITAN, British steamer, 1,183, J. S. Roach, 14th Mar.,—Foochow 11th Mar., Amoy 12th, and Swatow 13th, General.—Douglas, Lapraik & Co.

DIAMANTE, British steamer, 1,253, A. Ramsay, 14th Mar.,—Manila 11th Mar., General.—Shewan, Tomes & Co.

FREIBURG, German steamer, 5,965, F. Proesch, 14th Mar.,—Moji 9th March, General.—Carlowitz & Co.

KWANGSE, British steamer, 1,241, Harris, 14th Mar.,—Wuhu 9th Mar., General.—Butterfield & Swire.

HAKATA MARU, Japanese steamer, 3,816, F. L. Sommer, 14th Mar.,—Singapore 7th Mar., General.—Nippon Yusen Kaisha.

FAUSANG, British steamer, 1,141, T. A. Mitchell, 14th Mar.,—Moji 9th March, Coals.—Jardine, Matheson & Co.

SEONG LEONG, British steamer, 1,208, J. P. Sharp, 14th Mar.,—Penang and Singapore 7th Mar., General.—Chinese.

MICHAEL JEBSEN, German steamer, 682, J. Jessen, 14th Mar.,—Haiphong and Hoihow 13th Mar., General.—Jebsen & Co.

RADNORSHIRE, British steamer, 1,889, C. H. Burch, 14th Mar.,—London via Singapore 6th Mar., General.—Shewan, Tomes & Co.

BENGAL, British steamer, 2,751, S. Barcham, 14th Mar.,—Shanghai 12th Mar., Mails and General.—P. & O. S. N. Co.

Clearances at the Harbour Office.

Phra Nang, German str., for Hoihow.
Pak Kong, British str., for Canton.
Kwangse, British str., for Canton.
Hoimoon, British str., for Canton.
Kyoto Maru, Japanese str., for Moji.
St. Paul, American ship, for Newcastle, U.S.W.
Benlomond, British str., for Yokohama.
Chwnshan, British str., for Swatow.
Australian, British str., for Shanghai.
Bisagno, Italian str., for Singapore.
Ratho, British str., for Diamond Island.
Vale of Doon, British bark, for Rejang.

Departures.

Mar. 14, *P. C. Kiao*, British str., for Bangkok.
Mar. 14, *H. H. Meier*, Ger. str., for Colombo.
Mar. 14, *Esmeralda*, American sch., for Guam.
Mar. 14, *Carkeyr*, British str., for Shanghai.
Mar. 14, *Toonan*, American str., for Canton.
Mar. 14, *Hunan*, British str., for Canton.
Mar. 14, *Holsatia*, Ger. str., for Koh-si-chang.
Mar. 14, *Taksang*, British str., for Bangkok.
Mar. 14, *Bisagno*, Italian str., for Singapore.
Mar. 14, *Kwangse*, British str., for Canton.

Passengers—Arrived.

Per *Haitan*, from Coast Ports—Rev. Mother Filicia, Sister Anna, Mr. Clark-Thornhill, Capt. Sellouberg, Mr. Lee Chew Sia, and 145 Chinese.

Per *Hakata Maru*, from Singapore—Mrs. Sampson, Way, Messrs. K. Airey, W. H. Chasbey, Platt, E. Eden, H. J. C. Large, Baker, White, A. Frowein, Mr. and Mrs. Colquloun, Messrs. R. Bann, Craig, Elder, Kay, Logan, Mr. and Mrs. Moosdon, and Mr. Lim Gek Cheang.

Per *Diamante*, from Manila—Mr. A. Ross, Mrs. Cooper, Miss Van Buren, Capt. Clement, Mr. and Mrs. C. Listes, Mrs. Moriarte, Mr. C. Pollard, Wibbes and servant, Mr. and Mrs. Richtes and child, Mr. Tomas, Lieut. Fortenue, Messrs. W. Piplee, Lieb, Upham, Mrs. C. Eaman, Mr. F. Santos, and 46 Chinese.

Per *Bengal*, from Shanghai for Hongkong—Surgeon W. Jackson, Lieut. G. O. Robney, Privates E. Coons, Whitehouse, Messrs. J. L. Hutchinson, P. Broderson, G. McBain and servant, Messrs. R. Lyons, J. H. Back, Mrs. Waldhausen and servant, and 3 Indians. For Singapore—Mrs. Cleave's amah. For London—Mr. A. W. Pritchard, Major Maclurean, Private T. Randall, Lieut. Sharp, R.N., Mrs. and Miss Gye, infant and amah. For Marseilles—Mr. J. Smith. For Bombay—Col. Stone and 4 servants, Capt. Willoughby and 2 servants.

Departed.

Per *Esmeralda*, for Manila—Messrs. C. F. Davies, B. N. Stevens, W. J. Read, G. E. Wolfe, P. Fette, Demee, Karsenty, Mrs. Stanford, Mr. and Mrs. Hirata, 3 Indians and 15 Chinese.

SHIPPING REPORTS.

Captain C. H. Burch, of the steamship *Radnorshire*, from London, *via* Singapore, reports:—Fine weather generally, and strong N.E. monsoon right up.

Capt. A. Ramsay, of the steamship *Diamante*, from Manila, reports:—1st day, light breeze, fine and clear; 2nd day, dull and cloudy, moderate sea and breeze, fine and clear to port.

Captain J. S. Roach, of the steamship *Haitan*, from Foochow, Amoy and Swatow, reports:—Foochow to Amoy strong S.W. to N.E. breeze, high following sea, dull and overcast weather. Amoy to Swatow strong N.E. breeze, high sea, overcast and clear. Swatow to Hongkong strong E.N.E. to moderate N.E. breeze and sea, overcast, with occasional rain showers. Vessels in Foochow:—H.M.S. *Britomart*, and s.s. *Chittagong*. In Amoy:—1 French cruiser, s.s. *Sungkiang*, *Yuensang*, and *Cheangchew*. In Swatow:—s.s. *Singan*, *Shansi*, *Tientsin*, *Macedonia*, and *Dagmar*.

STEAMERS EXPECTED.

Names.	From	Due.
Chusan	Singapore	To-morrow
Tantalus	Singapore	To-morrow
Melpomene	Singapore	Mar. 17th
China	Moji	Mar. 17th
Empress of China	Shanghai	Mar. 18th
Konig Albert	Singapore	Mar. 19th
Bayern	Japan	Mar. 19th
Serbia	Singapore	Mar. 19th
Nippon Maru	Japan	Mar. 20th
Suisang	Singapore	Mar. 20th
Trieste	Singapore	Mar. 20th
Yamaguchi Maru	Singapore	Mar. 22nd
Tartar	Vancouver	Mar. 28th
Athenian	Vancouver	April 1st

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms which are supplied gratis with the latest available information every day.

SWATOW WEEKLY SHIPPING REPORT.

(March 9th, 1901.)

ARRIVALS.

Date.		Vessels.	Where from.	Agents.
Mar.	3	Irene	Shanghai	C. M. & Co.
"	3	Sishan	Amoy	B. & Co.
"	3	Pechili	Wuhu	J. M. & Co.
"	3	Nuentung	Hankow & Chinkiang	M. & Co.
"	3	Formosa	Amoy	J. M. & Co.
"	3	Newchwang	Chefoo	B. & S.
"	4	Foochow	Shanghai	
"	4	Thales	Hongkong	J. M. & Co.
"	4	Whampoa	"	B. & S.
"	4	Daijin Maru	"	B. & Co.
"	4	Chefoo	Wuhu	B. & S.
"	5	Maidzuru Maru	Amoy	B. & Co.
"	6	Haitan	Hongkong	J. M. & Co.
"	7	Akashi Maru	"	B. & Co.
"	7	Lienshing	Wuhu	J. M. & Co.
"	8	Anping Maru	Amoy	B. & Co.
"	8	Formosa	Hongkong	J. M. & Co.
"	9	Dagmar	Hankow & Chinkiang	M. & Co.
"	9	Hong Bee	Amoy	J. Y. & Co.
"	9	Haiching	"	J. M. & Co.
"	9	Phranang	Bangkok	B. & S.
"	9	Fooksang	Shanghai	J. M. & Co.
"	9	Kwongsang	Wuhu	"

DEPARTURES.

Date.		Vessels.	Destination.	Agents.
Mar.	2	Wingsang	Hongkong & Canton	J. M. & Co.
"	4	Whampoa	Shanghai	B. & S.
"	4	Mongkut	Bangkok	
"	4	Formosa	Hongkong	J. M. & Co.
"	4	Pechili	Shanghai	
"	4	Daijin Maru	Amoy & Tamsui	B. & Co.
"	5	Kweilin	Shanghai	B. & S.
"	5	Chefoo	"	"
"	5	Irene	"	C. M. & Co.
"	5	Sishan	Saigon	B. & Co.
"	5	Thales	Hongkong	J. M. & Co.
"	5	Maidzuru Maru	"	B. & Co.
"	6	Haitan	Amoy & Tamsui	J. M. & Co.
"	7	Akashi Maru	Amoy & Anping	B. & Co.
"	8	Nuentung	Hongkong	M. & Co.
"	8	Anping Maru		B. & Co.
"	8	Formosa	Amoy & Tamsui	J. M. & Co.
"	9	Phranang	Hongkong	B. & S.
"	9	Haiching	"	J. M. & Co.
"	9	Hong Bee	Singapore & Penang	J. Y. & Co.

SHIPPING IN PORT.

Date.		Vessels.	Where from.	Agents.
Mar.	3	Newchwang	Chefoo	B. & S.
"	4	Foochow	Shanghai	
"	7	Lienshing	Wuhu	J. M. & Co.
"	9	Dagmar	Hankow & C'kiang	M. & Co.
"	9	Fooksang	Shanghai	J. M. & Co.
"	9	Wuhu	Wuhu	

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU ..... F. L. Sommer	NAGASAKI, SASEBO, KOBE and YOKOHAMA	TO-MORROW, 15th Mar., at Daylight.
TOSA MARU* ..... S. J. G. Parsons	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 16th Mar., at 4 P.M.
BINGO MARU ..... F. Davies	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Mar., at Daylight.
YAWATA MARU ..... A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.
YAMAGUCHI MARU..... T. Murai.....	MOJI, KOBE and YOKOHAMA...	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU ..... W. Tate	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th Mar., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 9th March, 1901. [6

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
FREIBURG ..... Proesch	HAVRE, BREMEN and HAMBURG, (LONDON with transhipment in HAMBURG)	About 18th March.	Freight.
MARBURG ..... v. Binzer.....	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 27th March.	Freight.
SAVOIA* ..... Behrens	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 4th April.	Freight and Passage.
BAMBERG ..... Jacobs	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 8th April.	Freight.
SIBIRIA*	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 15th April.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to
CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 28th Mar., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.

THE Twin Screw Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 2nd March, 1901.

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 30th April, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 25th May, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points, beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

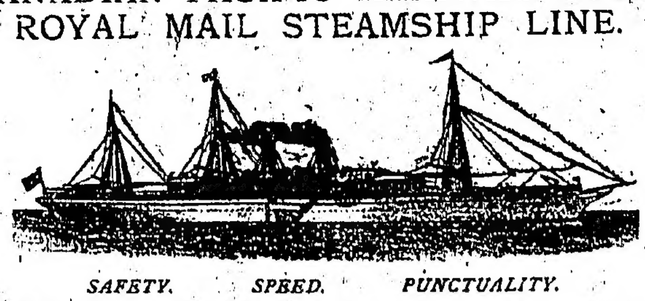
For further Information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 2nd March, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901



1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 3rd April.
EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 13th March, 1901. [3

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 16th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 2nd March, 1901 [c

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 19th March, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 13th April, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 7th May, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE, AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Queen Adelaide.	2,832	F. McNair...	Mar. 29
Glenogle	3,750	W. Frakes...	April 1
Clavering	3,328	J. R. Rae ...	April 12
Olympia	2,837	J. Truebridge	April 26

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation: First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to
DODWELL & Co., LIMITED,
General Agents.

Hongkong, 9th March, 1901. [4

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO,
VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Strathgyle	5,023	Saturday	Mar. 30

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.

Hongkong, 20th February, 1901 [184c

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"PAKHOI"	16th instant.
MOJI, KOBE and YOKOHAMA	"TAIYUAN"	17th instant.
MANILA	"TAIYUAN"	9th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIYUAN"	9th April.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th March, 1901. [51c

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"TANTALUS"	15th instant.
"	"AJAX"	25th instant.
"	"PYRRHUS"	2nd April.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"DEUCALION".....	19th instant.
"	"STENTOR"	2nd April.
"	"IDOMENEUS"	16th April.
"	"AGAMEMNON".....	30th April.
LIVERPOOL (DIRECT).....	"PATROCLUS".....	16th instant.
(Taking Cargo at LONDON RATES).	"TANTALUS"	15th April.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 14th March, 1901. [12

FOR KOBE AND YOKOHAMA.

THE Steamship

"PATHAN,"

will be despatched for the above Ports, TO-MORROW, the 15th instant.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th March, 1901. [313c

NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.
(Calling at SWATOW, YAP, FRIEDRICH-WILHELMSHAFEN, FINSCHHAFEN, HERBERTS-HÖHE, TOWNSVILLE, BRISBANE & SYDNEY).
Taking Cargo at through Rates to SAIPAN, PONAPE, MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCKLAND, WELLINGTON, GISBORNE, NAPIER, WANGANNI, DUNEDIN and HOBART.

THE Company's Steamship

"NUENTUNG,"

Captain Gosewisch, will be despatched for the above Ports, on SATURDAY, the 16th instant, instead of as previously advertised.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 11th March, 1901. [306c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 11th March, 1901. [226c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE,"

Captain Matcovich, will leave for the above place, on MONDAY, the 18th instant, P.M.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 13th March, 1901. [319c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 6th March, 1901. [295c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"

Captain Mitis, will leave for the above places, on THURSDAY, the 21st instant, at Noon.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 13th March, 1901. [320c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 13th March, 1901. [321c

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
With Liberty to call at MANILA.

THE Steamship

"GYMERIC,"

will be despatched for the above Port about the end of March, 1901, and will be followed by the S.S. "RICHMOND CASTLE," "PATHAN," "FERNDENE" & "LOWTHER CASTLE."

For Freight, apply to
DODWELL & CO., LIMITED.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Port, TO-MORROW, the 15th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 14th March, 1901. [310c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.
(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"

Captain Leva, will be despatched as above on TUESDAY, the 19th instant, P.M.

For Information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 5th March, 1901. [196c

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 16th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 11th March, 1901. [309c

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 9th March, 1901. [2

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 15th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 12th March, 1901. [315c

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY 80FT 80AP.

DISINFECTANT 80AP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

BY THE MAIL.

(From Home Papers.)

Mr. Balfour and the Church.

There is a widely spread rumour that Mr. Balfour intends to bring in a Bill early in the ensuing Session dealing with the troubles in the Church. The exact form of the measure is not yet settled, but is understood that it will not be in the nature of a discipline Bill, but rather in the direction of a measure for giving powers of self-government to the Church, subject to the veto of Parliament.

The Vacant see of London.

It is reported in ecclesiastical circles that the vacant bishopric of London is likely to be conferred upon Dr. Jayne, the Bishop of Chester. The Bishop of Chester, whose handsome appearance led Mr. "Punch" to call him "My Pretty Jayne," is well-known as a temperance advocate and as a good administrator. In Church controversies he may be described as holding moderate High Church views.

Great Fire at Baku.

A terrible catastrophe has occurred at Baku. On the 5th ulto. a fire broke out in the magazine of the Caspian and Black Sea Company, containing an immense quantity of petroleum, amounting to 6,000,000 puds. The flames spread to three other depôts with a storage capacity of 12,000,000 puds. While every effort was being made to control the fire, the naphtha poured out, like a stream of lava, and inundated the dwellings of the working people. The houses caught fire and were utterly destroyed. Many persons perished.

Misplaced Enthusiasm.

Mrs. Carrie Nation, the leader of the Kansas Temperance Crusade, had a narrow escape from death on 5th ulto. in Topeka, the capital of the State. She entered the finest saloon in the city, and was demolishing the furnishings when someone in the rear of the place fired a revolver shot at her. The bullet struck the wall just over her head. Five men and three women were with her at the time, and a great crowd in the streets gathered outside and threatened to lynch the entire party. They had begun to handle the men very roughly when policemen appeared and arrested Mrs. Nation and her eight followers as the best means of avoiding trouble.

The New Krupp Quick-Firer.

It appears unlikely that the new quick-firing gun invented by Krupp will oblige the Admiralty to increase the calibre of our own secondary armaments. Much will depend, of course, upon the rapidity of fire achieved by the German weapon, and German officers are said to attach great importance to the invention of the 28 centimètre gun. It will be remembered, however, that the Germans adopted 8in. quick-firers some five years ago, and that quick-firers of equal calibre have been produced by at least one British company. Our gunnery officers experimented with these weapons and reported against them because the Service pattern 6in. gun could throw a greater weight of metal in equal time.

Attempted Suicide of a Prince.

A great sensation has been caused in the Russian capital by the attempted suicide of Prince Baryatinski, the editor of the *Severinje Curier*, which was suppressed by the Government on account of its Liberal attitude. It was owing to this that the Prince got into difficulties, which were the more embarrassing since he had fallen out with his millionaire father, on account of his marriage with an actress. The Prince was a special favourite of the students, and it was his sympathies with them which caused the Government to proceed against him. Should his attempt to take his life end in his death, it is feared that there will be serious demonstrations on the part of the students.

The German Navy.

The present year will witness a considerable increase in the strength of the German navy, in accordance with the provisions of the Navy Law of 1900. Three battleships—the *Kaiser Wilhelm der Grosse*, the *Kaiser Barbarossa*, and the *Kaiser Karl der Grosse*—which are being built at Kiel, Danzig, and Hamburg respectively, will, it is expected, be launched this year. The navy will be further strengthened by the addition of five cruisers, which will be completed before the end of the year. Besides the above vessels, five battleships, one armoured cruiser, and one gunboat are at present on the stocks, and will be joined, so soon as the naval estimates for the financial year 1901 are accepted, by two battleships, one armoured cruiser, and three protected cruisers, for the construction of which the first instalments will be voted.

The Alexandra Palace.

London is to be congratulated on having secured the Alexandra Palace and grounds as a national possession. Hitherto the place has not been very happy either in finance or reputation. It was long in building, and then it was burnt down, but even since its reconstruction it could never be called successful, and at one time it became notorious for its Cockney deer-hunts and other sports, equally cruel and ridiculous. We are too busy, and we take our pleasures much too seriously, for a place of dubious entertainment in the distant suburbs. The difficulty will be for the public authorities to decide now what use it will best serve. For the building itself we can imagine very little use of any kind, except that part of it might serve for occasional concerts on the scale of the Handel Festivals. But the grounds will be invaluable.

The Navy Estimates.

A correspondent hears on good authority that the coming Navy Estimates will provide for battleships aggregating 17,000 tons; and the secondary armament, instead of being all 6in. quick-firing guns, as has hitherto been the case, will include a new 7·5 quick-firing gun. To show the full significance of the changes, it may be stated that the largest existing vessel is a Japanese battleship of 15,000 tons, while the Americans propose to build ships of 15,300 tons. The increase on the heaviest existing battleships in our own Navy will be 2,000 tons. It is calculated by the Admiralty that by the time the new ships are in commission the large docks now in course of construction at Gibraltar, Malta, and Hongkong will be available for their use, and they will have the advantage of the widened Suez Canal, with a uniform depth of thirty feet.

Lucky London.

Another addition has to be made to the series of noble gifts made by munificent donors to London. At the meeting of the London County Council on the 5th ulto., the chairman, Mr. W. H. Dickinson, read a letter from another member, Mr. E. J. Horniman, embodying a splendid offer from that gentleman's father, Mr. F. J. Horniman, M.P. The latter offers as a free gift to London a freehold estate of fifteen acres, near Forest-hill, with the museum thereon, erected at a cost of £40,000, and containing the large art and natural history collections gathered by Mr. Horniman in the past twenty-five years. The grounds of nearly ten acres are suitable for a park or recreation ground; and there is also a library of 5,500 volumes of travels, natural history, &c., and 700 volumes of Biblical history. The Council accepted the gift with acclamation, the chairman estimating its value at from £60,000 to £100,000.

The Danger of Overhead Wires.

An accident to the telephone wires in Liverpool on 4th ult. had very serious consequences and has caused great alarm in the city. It appears that a "bunch" of wires fell upon the trolley wires of the electric tramway system, which are heavily charged with electricity. When the ends of the fallen wires touched the ground the electrical circuit was completed, and people who came into contract with them received shocks of greater or less strength. The streets in the neighbourhood of the accident were full of people, and many persons became entangled in the "live" coils which were partly hidden by the snow. The earlier attemps at rescue only led to an addition to the number of victims, the current being transmitted to the would-be rescuers through the bodies of the original sufferers. The shrieks and groans of the terrified foot-passengers are described as heartrending. When the unfortunate people were at length released from their perilous situation it was found that two men had been killed, and that a great many others were in a serious condition, suffering from burns, hysteria, and shock. The fall of the wires was due to the accumulation of snow upon them.

Naval Expenditure.

An instructive paper has just been published showing, for all the principal countries in the world, how the naval expenditure of each country compares with the commercial interests at stake. The paper is specially valuable for the light it throws on the vexed question whether the Colonial contributions towards the naval defence of the Empire are adequate. After studying these figures the most complacent Canadian or Australian will be bound to admit that the Colonies do not make a very creditable appearance. Take first the question of exports. In proportion to their exports—by sea—the six Colonies of Australia which are now federated in one Commonwealth spent on naval defence one halfpenny for every pound's worth of trade. The United Kingdom spent in proportion 1s. 5d., or thirty-four times as much. Take next the mercantile marine. For every ton of Australian-owned shipping Australia spent 10s; the corresponding figure for the United Kingdom was 57s. It may be argued that Australia is poorer, and can therefore afford less; but the revenue test gives the same result as the other tests. Out of every pound of revenue raised the United Kingdom devotes 1s. 4d. to the naval defence of the Empire; Australia devotes three halfpence; New Zealand stands much in the same position as Australia.

The German Emperor.

The Times in a leading article says:—

The simple and cordial fashion in which the German Emperor has shared the sorrows of his Royal kinsfolk and of the British people will not lightly be forgotten by us. Now that all is over he, too, is constrained to terminate his long visit of condolence and of respect to our shores and to return to his exalted duties as the Sovereign of the German people. There have been and there may again be differences of opinion between the British and German nations, but these two great races of Teutonic blood have many fine qualities in common, and one of the finest, as it is one of the deepest and one of the most general, is their affectionate regard for family ties. Both peoples feel that the devotion the Emperor has shown to the memory of his grandmother does credit to the excellence of his character and of his heart. We in England of all ranks and classes have been profoundly touched by it—the more profundly because we are well aware that it does not and cannot possess the political significance some ill informed Continental writers have been inclined to ascribe to it. The kindly and cordial feelings towards the German Emperor it has stirred in all hearts may, we trust, help to promote a better understanding between ourselves and the nation over whom William II. bears rule, but, save in this respect, this tribute of family affection and of love and reverence for the dead cannot be supposed to have any direct influence upon international affairs.

Through Chinese Spectacles.

In a series of letters to the *Saturday Review* signed "John Chinaman," the writer regards certain aspects of Western civilisation from the Chinese point of view. Some of his remarks are not without both sense and force, and at any rate it is distinctly useful on occasions to see ourselves as others see us. The picture is not exactly flattering, but after making all allowances for exaggeration, candour compels one to admit that it is not altogether fanciful. The English citizen, from "John Chinaman's" point of view, is divorced from nature but unreclaimed by art; instructed, but not educated; assimilative, but incapable of thought. Trained in the tenets of a religion in which he does not believe—for he sees it flatly contradicted in every relation of life—he dimly feels that it is prudent to conceal under a mask of piety the atheism he is hardly intelligent enough to avow. His religion is conventional; and, what is more important, his morals are as conventional as his creed. Charity, chastity, self-abnegation, contempt of the world and its prizes—these are the words on which he has been fed from his childhood upwards. And words they have remained; for he has neither anywhere seen them practised by others, nor has it ever occurred to him to practise them himself. Their influence, while it is strong enough to make him a chronic hypocrite, is not so strong as to show him the hypocrite he is. Deprived on the one hand of the support of a true ethical standard, embodied in the life of the society of which he is a member, he is duped, on the other, by lip-worship of an important ideal. Abandoned thus to his instinct he is content to do as others do, and ignoring the things of the spirit to devote himself to material ends. Our architecture, literature, and art, all *come in for criticism*, and finally society is described as a huge engine, and that engine itself out of gear!

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Ayres, W. R.	Knight
Ath & Co.	Kervan, R. F.
Allison, W. R.	Kfumlsgens, Capt.
Anderson, Miss M.	Luk Cheuk Man
Arnold, H.	Leslie, H.
Brockman	Levick
Bosenberg, W.	Ligertwood E.
Bradburry, G. W.	Lynch, J. A.
Brown, H.	Lawlor, F. B. S.
Bicarhonat, W.	Lanza, L.
Barbey	Leslie, M. K.
Bronson, O. C.	Meissner, T.
Benn, A.	Mackchnie, W. E.
Bashan, E. H.	McWilliams, Miss
Bales, H. H.	Montilla, B.
Burck	Martinez
Bingham, J. E.	Murdalthal, C. S.
Burns, J.	Mills, Mrs. I.
Braga, Mrs.	Marshall
Boyle, L.	Maclaren, J. W. B.
Burgess, A. E.	McCabe, P. M.
Brown, Miss E.	Munroe, W. C.
Burke E. G.	Murray, D.
Biltian, Mrs.	McNab, J.
Beaumont, Mrs. G.	Mengine, Mrs.
Beatie, Dr. A.	McDonough, T.
Brokenshire, F.	McDonnell, J.
Bel, Gunner J.	Murray, J.
Coke, Dr. G. H.	MacDonald, H.
Colegrove, R.	Manwaring, H. G.
Curren, T. B.	Moon, T.
Calver, Miss	Nicholson, H. J.
Cotton, A. S.	Naval, P. F. R.
Champion, Mrs. M.	Norris, A.
Cross, Miss	Overbeck, G.
Carote, H.	Paulding, G.
Cummins, J.	Pasucal, F.
Collins, A. E.	Patton, M. J.
Cowte, E. H.	Prath, L.
Crake, W. A.	Paulina, A.
Gooke, L. F.	Preston, P. H. H.
Cohen, A. S.	Phillips, A. M.
Costa, P. R.	Pellet, J.
Datema, Capt. E.	Palmer, H. A.
Duckmantou	Ross, A.
Donnelly, P.	Reid, J. G.
Devenport, Dr.	Rosenberg, M.
Drake-Brockman	Robinson, Miss.
Davis, J. L.	Roper, R.
Daly, M.	Radenez,
Degan, A. B. H.	Reing.
Darton, Mrs. F. S.	Reynell. W.
Dommis	Reau, Madame
Elia, J.	Reno, L.
Evans, E. J.	Richard, Mrs. A. E.
Epson, T.	Samburn, F. G.
Emulschiffe, H.	Schilling, G. M.
Fger, O.	Sundt, H.
Eastwood, J. E.	Suzuiki, S.
Empson, T.	Soares, E. P.
Finlayson, H. M.	Siu Chun
Flores, J.	Sin Ore Seng
Francis W. H.	Shewan, S.
Forrest, Miss A.	Scheffer, T. F.
Fidwell, J. P.	Slattsson, C. T.
Goelz, F.	Simpson, T.
Greig, Miss	Singh, A.
Graham, Dr. M.	Samuel
Garnett, W. B.	Salmberg, R.
Grill, L. F.	Sentance, M. A.
Grant, W.	Simpson, C.
Hop Long	Sternberg, M.
Ho Wah	Schwohn, M.
Hang, Mrs. A.	Stewart, A. W.
Hamilton, G.	Schierbaum, P.
Hitchcock, E. A.	Tiberi
Hunter, C. G. W.	Triantafyllides, T.
Hill, L.	Tredory, J.
Herman, H. V.	Thompson, A.
Hodgsen, J. R.	Walters, A.
Hooley, H. D.	Weston, C.
Harvey, P. L.	Walton, Miss.
Halkin, D. J.	Westcote, Mrs. H.
Hall, H. H.	Wernedo, G.
Holyoak, P.	Woods, Dr. A. H.
Harris, A. C.	Webster, D. W.
Harrigan, J.	Wilson, H.
Hendinning, R.	Wickens, H. W.
Hardy, T. E.	Walker, H.
Handly, R. W.	Wedell
Hubb, F.	Wilton, E. C. C.
Ignan, Madame	Worthington, C.
Jones, Mrs.	Weedon, G.
Jantzies, K.	Wheate, W. E.
Jones, Dr.	Whinnerah, T. C.
Jones, H.	Wenning, W. H.
Johus, P.	Woodly, W.
Kong Ah Muoy	Watson, H. G.
Kirkwood, M.	Zahriskie, J. L.
Karge, T.	

List of Registered Covers in Poste Restante.

Allam Thu Con & Co.	Mannington, A.
Abonne, P. A.	Maclaren, J. W. B. (2)
Adam, Miss	Mandigs, A. L.
Aziz Khan, Lapia	Mahomed Akbar
Abdul Khan	Mohamed Khan
Allah Deen, I.P.C. 775	Mulla Singh
Abbas Khan	Montero, F. M.
Afzul Khan	Massey-Lee, J. H.
Arrauz, J. J.	McKay, Charles
Butchen Singh	Morris, Capt. R., R.A.
Bhagwan Singh	Nab, J. Mc.
Budha Khan (3)	Noble, Lt. W.
Bull, P. Gulvao	Naden, Thomas
Barket Khan	Nazal Khan
Brougham, Ed.	Nogueira, M.
Cotewall, H. R.	Olbes, F. (2)
Crews, J.	Onslow, M.
Chandi Singh	Ola to Omuh, (Manila), 5, Praya East, Wanchai, Hongkong.
Carum Baksh, (Umballa)	
Caine Road No. 29	Perica, F.
Gartwright, J.	Pierra, D.
Chandar Pal Singh	Piry, H.
Davis, L. T.	Prizis, E.
Darnelli, Miss F.	Pederson, C.
Fur Siakar Sang	Roza, A. M. R. C.
Fazal Ahmed (1)	Rosouro, Miss L.
Falek, W.	Rongier, I.
Flores, J. S.	Rosenthal, J.
Fox, F. (2)	Rennie, A. H.
Fatmalee (Bombay)	Sayick, M. J. Kelly (Singapore).
Goh Rikisaburs	
Geoghegan, N. M.	Stern, B. (2)
Ghulam Rasool	Sultan Mahomed
Galthke, Fr.	Smulas, H.
Grant, John	Saloon, A. J.
Hans, Mrs. A. J. C.	Sato, T.
Heintz, H.	Sassoon, S.
Hinton, R. S.	Stanford, Mrs. M.
Hollister, G. K.	Sturdy, E. V. (London).
Hinda Singh	Stevenson, F.
Haraguchi, B.	Shores, D. M.
Harper, A.	Sassoon, David
Hand, H. J. (Manila), To Constancio	Sharco, A.
Hand, Vic. Eng. School, Hongkong.	Smith Harry.
	Sitwell, Miss W.
Joseph, S. S. Abdul	Shean, Gee. C.
Jurmanali Shah	Sydney, H. (2)
Jamal Singh	Thornhill, Capt.
Jeffrey, H. U.	Teves, Mariano.
Kushiro, C.	Telvier
Kierna, Miss A.	Umetami, N.
Kader Bap, Insp.	Ultam Singh
Koch, Carl	Veaseoy, Mrs. L. (1)
Llaco, Cheang	Wazir Khan
Lopes, Dr. C. J.	War Singh
Lam, Aron	Wickins, H. W. (2)
Leopold, Herrn.	Winter, F. V.
	Yonsen, Mrs.
	Yersin, E.

List of Registered Covers for Merchant Ships.

S.S. *Amigo*	F. Wallat.
" *Belgian King*	Abernethey.
" *Bergenhaus*	J. Sevendsen.
" *Brand*	Capt. J. Thomsen.
" *Carthage*	M. L. Miguon.
" *Calchas*	H. C. Beasley.
" *Calchas*	Mr. Carefull.
" *China*	Mr. Cooper.
" *Deucalion*	M. J. Garbutt.
" *Hangchow*	J. M. Williams.
" *Idomenous*	T. Connollys.
" *Kaifong*	H. S. Clifton.
" *Kirkfield*	G. Dubren.
" *Menelaus*	J. Ambrose (2)
" *Milos*	A. Hausen
" *Muncher*	W. Rummler.
" *Palatia*	H. Broch.
" *Radley*	John Mann.
" *Sabine Richmers*	R. G. Lowden.
" *Taiyuan*	W. H. Malloch, Chief Officer.
" *Taiyuan*	Pugh.
" *Tsinan*	W. H. Wilson. (2)
" *Tsingtau*	Capt. Wessels. (5)
" *Tsingtau*	J. Potte.
" *Ulysses*	H. Weldon. (2)
" *Vienna*	C. McLay.
" *Wenghoi*	C. Schunz.

Auction.

GOVERNMENT NOTIFICATION.

No. 142.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,

the 18th day of March, 1901, at 3 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 9th March, 1901. [318c

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 18th day of March, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 2,631	Po Hing Fong and Upper Station Street, Taipingshan.	240	160	42	40	4,800	68	20,400

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [10

To be Let.

TO LET.

BOARD and ROOM $70. In Private Family. Nice View of the harbour.
Apply to
R. ROE,
Care of Office of This Paper.
Hongkong, 7th March, 1901. [301c

TO LET.
POSSESSION APRIL 1ST.

1, STEWART TERRACE.

Apply to
J. W. NOBLE.
Hongkong, 6th March, 1901. [297c

TO LET.

"STONY BROOK COTTAGE," (with GARDEN), and RICHMOND TERRACE, Nos. 2 & 5, Possession on 1st APRIL; No. 6, Immediate Possession.
Apply to
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 28th February, 1901. [175c

TO LET.

"WOODLANDS WEST," No. 9, SEYMOUR ROAD.
Apply to
"S.B."
C/o This Office.
Hongkong, 13th March, 1901. [322c

TO LET.

A HOUSE in RIPON TERRACE.

GROUND FLOOR.—No. 4, BLUE BUILDINGS.

No. 4, FAIRVIEW.—KOWLOON.

HOUSES in LEIGHTON HILL ROAD.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 13th March, 1901. [209c

Intimations.

NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, Particulars of which may be seen at the OFFICE of

Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 13th February, 1901. [200c

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to LADIES and CHILDREN.

Terms very Moderate.

Enquiries by Letter, care of OFFICE of This Paper.

Hongkong, 17th January, 1901. [80c

JUST ARRIVED.

GENUINE CHERRY WATER, ACHTES SCHWARZWALDER KIRSCHWASSER.

$2.50 per Bottle.

H. RUTTONJEE,
5, D'Aguilar Street and
21 & 22, Elgin Road, Kowloon.
Hongkong, 21st January, 1901. [34

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,
5, D'Aguilar Street.
Hongkong, 27th April, 1900. [14

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, 18 *Ice House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September, 1898. [40

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and
F. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [18

MITSUI BUSSAN KAISHA,
No. 6, Ice House Street, Praya Central.
Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohmoura Coal Mines.
No. 1, Oitsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited
Meiji Fire Insurance Co., Limited
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.
Hongkong, 11th December, 1900. [35

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA,
No. 12,
Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1900. [41

KANANGA OF JAPAN
(REGISTERED)
RIGAUD and Co
PARIS,

Kananga Water the most delightfully refreshing Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragance and feeling of comfort and freshness.

New Sensations in Perfumery
RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
RIGAUD'S IXORA D'AFRIQUE EXTRACT
RIGAUD'S LILY of the VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE or Chemalie EXTRACT
8, RUE VIVIENNE, 8, PARIS

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITH'S, and OPTICIANS.
CHARTS and BOOKS,
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [32

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
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SIEN TING,
SURGEON DENTIST,
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TERMS VERY MODERATE,
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Hongkong, 27th September, 1898. [39

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Hongkong, 3rd January, 1901. [16c

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The Share Market.

LATEST QUOTATIONS.

(*March 14th*).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	353 % premium [buyers
The Bank of China & Japan, Limited... (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited... (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited... (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$25½ ex div. [buyers
Do. Founders...	£ 1	$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$260 buyers
China Traders' Ins. Co., Ld.	$ 25	$55 sellers
North China Ins. Co., Ld.	£ 25	Tls. 180 sellers
Yangtsze Ins. Assoc. Ld.	$ 60	$118 sales
Canton Ins. Office, Ld.	$ 50	$150
Straits Ins. Co., Ld.	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$291 sales ex [div.
China Fire Ins. Co., Ld.	$ 20	$77 sellers ex [div.
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$34 sellers
Indo-China Steam Navigation Co., Ld.	£ 10	$117
China & Manila S.S. Co., Ld.	$ 50	$70 sellers
	$ 30	$40 sellers
Douglas Steamship Co., Ld.	$ 50	$48 buyers
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£7 buyers
Star Ferry Co., Ld.	$ 10	$21 sales
	$ 2½	$7 buyers
"Shell" Transport & Trading Co., Ld.	£ 1	£3.5.0
Refineries.		
China Sugar Refining Co., Ld.	$100	$142 sellers
Luzon Sugar Refining Co., Ld.	$100	$39 sellers
Mining.		
Punjom Mining Co., Ld.	$ 8	$4.60 sales
Punjom Mining Preference Shares	$ 1	$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	$315 sellers
Queen Mines, Ld.	25 cts.	9 cents sales
Jelebu Mining and Trading Co., Ld.	$ 5	$5½ sales
Raub Alian Gold Mining Co., Ld.	17s. 10d.	$43½ sales
Olivers Freehold Mines, Ld. A	$ 5	$2.30 sellers
Olivers Freehold Mines, Ld. B	$ 5	$1½ sellers
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	10 cents
Do. (Preference)	$ 1	40 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	660 % premium
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$94½ sales
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$63 buyers
New Amoy Dock Co., Ld.	$ 6⅔	$24
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	10	$9½
Hongkong Land Investment & Agency Co., Ld.	$100	$196 sales
Kowloon Land and Building Co., Ld.	$ 30	$27 buyers
West Point Building Co., Ld.	$ 50	$49 sales
H'kong Hotel Co., Ld.	$ 50	$125 sellers
Oriente Hotel Co., Ld.	$ 50	$80 sales
Humphrey's Estate & Finance Co., Ld.	$ 10	$12½
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$13 sales
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 45
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 65
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 50
Cigar Companies.		
Alhambra, Limited	$500	200 % premium
La Comercial, Ld.	$500	80 % premium
Hensiana Limited	$100	par sellers
La Favorita	$500	40 % premium
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$20 sales
China-Borneo Co., Ld.	$ 15	$33
A. S. Watson & Co., Limited	$ 10	$16½ sellers
Watkins, Limited	$ 10	$12
Hongkong Electric Co., Limited	$ 10	$13 sellers
Hongkong Electric Co., Limited	$ 5	$7 sales
Hongkong and China Gas Co., Ld.	£ 10	$118 buyers
Hongkong Rope Manufacturing Co., Ld.	$ 50	$157½ ex div.
Geo. Fenwick & Co., Ld.	$ 25	$55 sellers
H'kong Ice Co., Ld.	$ 25	$160 sellers
H'kong High-Level Tramways Co., Ld.	$100	$200 buyers
Dairy Farm Co., Ld.	$ 6	$8 buyers
Hongkong and China Bakery Co., Ld.	$ 50	$50
Campbell, Moore and Co., Ld.	$ 10	$20
Bell's Asbestos Eastern Agency, Ld.	£ 1	$1½ buyers
United Asbestos Oriental Ag'cy, Ld.	$ 4	$8½ sales
Carmichael & Co., Ld.	$ 20	$8
Tebrau Planting Co., Ld.	$ 5	$3
Universal Trading Co., Ld.	$ 5	$5½ sellers
H.K. Steam Waterboat Co., Ld.	$ 5	$5
China Light & Power Co., Ld.	$ 20	$20.

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Geisler, Mr. H.
Leary, Lieut. C.
Lundholm, Capt.
Hilebyanch, Capt.
Kennedy, Mrs.
Thomson, Mr. & Mrs.
Wittmuss, Capt.
Xavier, Mr. D.

EXCHANGE.

Hongkong, 14th March.

On London, Telegraphic Transfer 1/11 13/16
" Bank Bills, on demand 1/11⅞
" Credits, 4 months' sight 2/0⅛
" D'ments, 4 months' sight 2/0⅛
On Berlin, (demand) M.2.03⅛
On Paris, Bank Bills, on demand 2.50½
" Credits, 4 months' sight 2.56
On New York, Bank Bills, on demand ...48¾
" Credits, 30 days' sight 49¼
On Bombay, Telegraphic Transfer 149
" On demand 149½
On Shanghai, Telegraphic Transfer 72
" Private 30 days' sight ......nom.
On Yokohama, T.T. ......1¾ % pm.
Sovereigns, Bank's Buying Rate $9.98
Gold Leaf 100 touch, per tael 51.95
Bar Silver 28 3/16
Dollars ......nom.

OPIUM QUOTATIONS.

Hongkong, 14th March.

New Patna ......$920 per chest.
New Benares ......950 "
New Malwa ......820 per picul.
Old Malwa ......830/840 "
Persian good quality ......825 "

VESSELS IN PORT.

Steamers.

AMARA, British steamer, 1,566, C. Mattock, 10th Mar.,—Saigon 6th Mar., Rice and Rice-Flour.—Jardine, Matheson & Co.

AUSTRALIAN, British steamer, 3,000, P. T. Helms, 11th Mar.,—Sydney, 16th Feb., Brisbane 18th, Townsville 21st, Thursday Island 24th, Port Darwin 27th, Timor 2nd March, and Manila 9th, General.—Gibb, Livingston & Co.

BUFFALO, American transport, 2,856, Hutchins, 10th Mar.,—Manila 7th March.

CATHERINE APCAR, British steamer, 1,730, J. G. Olifent, 12th Mar.,—Calcutta 20th Feb., Penang and Singapore 5th Mar., General.—David Sassoon, Sons & Co.

CHINA, German steamer, 1,113, P. Voss, 23rd Jan.,—Saigon 18th Feb., Rice.—Siemssen & Co.

CHINGTU, British steamer, 2,260, J. E. Williams, 19th Feb.,—Sydney via Ports 25th Jan., General.—Butterfield & Swire.

DAIJIN MARU, Japanese steamer, 899, T. Ogata, 13th Mar.,—Swatow 12th Mar., General.—Mitsui Bussan Kaisha.

DORIC, American steamer, 2,691, Harry Smith, R.N.R., 9th Mar.,—San Francisco 9th Feb., Honolulu 16th, Yokohama 1st Mar., Kobe 2nd, Nagasaki 4th, and Shanghai, (Woosung) 7th, Mails and General.—O. & O. S. S. Co.

FLINTSHIRE, British steamer, 2,109, J. Dwyer, 4th Jan.,—Moji 30th Dec., Coal.—Mitsui Bussan Kaisha.

FOON MOON, German steamer, 1,870, Wallis, 3rd Mar.,—Saigon 26th Feb., Rice.—Siemssen & Co.

GLENOGLE, British steamer, 2,399, W. Frakes, 25th Feb.,—Shanghai 22nd Feb., General.—Dodwell & Co., Ld.

HAILAN, French steamer, 377, H. Marlis, 6th Mar.,—Pakhoi and Hoihow 5th March, General.—A. R. Marty.

HAILOONG, British steamer, 783, H. Bathurst, 10th March,—Haiphong via Pakhoi and Hoihow 12th March, General.—Douglas, Lapraik & Co.

HAINAN, German steamer, 648, Clausen, 1st Mar.,—Chefoo 24th February, General.—Siemssen & Co.

INDEPENDENT, German steamer, 871, A. Haltz, 7th Mar.,—Saigon 28th Feb., Rice and Flour.—Sander, Wieler & Co.

KYOTO MARU, Japanese steamer, 1,640, T. Sakurai, 11th Mar.,—Moji 5th Mar., Coal.—Mitsui Bussan Kaisha.

LOYAL, German steamer, 1,237, Lorenzen, 11th Mar.,—Bangkok 3rd Mar., Rice.—Sander, Wieler & Co.

MILOS, German steamer, 1,694, Niemann, 12th Mar.,—Portland, Or. 29th Jan., General.—Stevens & Co.

NUENTUNG, German str., 832, C. Gosewish, 8th Mar.,—Swatow 7th March, Ballast.—Merchers & Co.

PATHAN, British steamer, 1,723, C. H. Butler, 13th Mar.,—Manila 10th Mar., Ballast.—Dodwell & Co., Ld.

PATROCLUS, British steamer, 3,548, E. G. Dickens, 13th Mar.,—Moji 9th Mar., General.—Butterfield & Swire.

PHRA CHULA CHOM KLAO, British steamer, 1,012, E. E. McLellan, 16th March,—Bangkok 2nd Mar., Rice.—Butterfield & Swire.

PHRA NANG, German steamer, 1,021, A. S. Calder, 10th Mar.,—Bangkok 1st March, and Swatow 9th, Rice.—Melchers & Co.

RATHO, British steamer, 2,795, Nisbet, 5th Mar.,—Barry 13th Jan., and Singapore 23rd Feb., Coals.—Dodwell & Co., Ld.

SIAM, British steamer, 999, E. F. Stovell, 12th Mar.,—Bangkok 4th March, General.—Bradley & Co.

TAICHIOW, German steamer, 800, W. Reher, 9th Mar.,—Bangkok 2nd Mar., Rice and General.—Butterfield & Swire.

TAI FU, German steamer, 1,065, E. Schipper, 13th Mar.,—Bangkok 6th Mar., Rice.—E. A. Trading Co.

TAIYUAN, British steamer, 1,459, R. Nelson, 10th Mar.,—Melbourne 8th February, and Manila 7th Mar., General.—Butterfield & Swire.

TELEMACHUS, British steamer, 1,369, P. S. Primrose, 10th Mar.,—Saigon 5th Mar., Rice.—Nam Wo & Co.

TETARTOS, German steamer, 1,578, T. Desles, 7th Mar.,—Saigon 3rd March, Rice.—Siemssen & Co.

THALES, British steamer, 820, A. Robson, 13th Mar.,—Swatow 12th March, General.—Douglas, Lapraik & Co.

TOSA MARU, Japanese steamer, 3,610, S. J. G. Parsons, 7th Mar.,—Seattle via Kobe 1st Mar., Flour, Lumber and Shrimp, &c.—Nippon Yusen Kaisha.

TRITOS, German steamer, 1,148, H. Clausen, 13th Mar.,—Saigon 8th Mar., Rice.—Siemssen & Co.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Amsbury, 19th Dec.,—New York 2nd June, and Chefoo 12th Dec., Oil.—Standard Oil Co.

DUNDEE, British ship, 1,998, Hernnring, 14th Oct.,—New York 29th June, Kerosine Oil.—Standard Oil Co.

FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.

HOTTIE C. SMITH, American ship, 45, Riley, 24th Feb.,—Yap 14th Feb., Ballast.—Master.

IRIS, British schooner, 206, Wright, 4th Mar.,—from Carnarbon, Sandal Wood.—Siemssen & Co.

LOTHAIR, Italian bark, 972, Bozzo, 19th Jan.,—from Callao, Ballast.—Order.

MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.,—from New York, Oil.—Standard Oil Co.

MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.

MOZAMBIQUE, British ship, 2,305, Robert Clemne, 14th Feb.,—New York 20th Sept., Kerosine.—Standard Oil Co.

NIVELLE, British 4-masted bark, 3,262, D. Steven, 6th Feb.,—New York 5th Sept., Kerosine Oil.—Standard Oil Co.

PAUL RIVER, American ship, 1,641, A. Wilson, 20th Feb.,—New York 26th June, Oil—Standard Oil Co.

ST. PAUL, American ship, 1,824, Treat, 29th Jan.,—New York 9th Sept., Kerosine.—Standard Oil Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.

VALE OF DOON, British bark, 669, J. Petersen, 19th Feb.,—Rejang 8th Jan., Timber.—Sander, Wieler & Co.

VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, March 14th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander C. G. F. M. Cradock, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Singapore.

Arethusa, British cruiser, 3,400 tons, Capt. J. Startin, Hongkong.

Argonaut, British cruiser, 11,000 tons, 16,500 i.h.p., 16-6 inch. q.f. guns, Capt. G. H. Cherry, R.N., en route Shanghai.

Astræa, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, C.B., Hongkong.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Hongkong.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, Hongkong.

Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.

Brisk, British gunboat, 1,770 tons, 6 guns, 1,600 h.p., Commander Sir Bourchier Wrey, Bart, Hongkong.

Britomart, British gunboat, 710 tons, Comdr. P. Walter, Foochow.

Centurion, 1st class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Hongkong.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Shanghai.

Dido, British 2nd-class cruiser, 550 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Endymion, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, C.B., Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Woosung.

Goliath, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. J. U. Farie, Shanghai.

Hermione, British cruiser, 4,360 tons, 10 guns, Capt. R. S. D. Cumming, Shanghai.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Canton.

Isis, British cruiser, 5,650 tons, Capt. G. M. Henderson, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Hankow.

Lizard, British gunboat, 715 tons, Capt. J. C. Watson, Canton.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Hongkong.

Orlando, British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Hongkong.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. P. R. Coode, Singapore.

Phœnix, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Singapore.

Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Redpole, British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.

Robin British river-gunboat, 2 guns, Lieut.-Com. G. G. Webster, West River.

Rosario, British sloop, 980 tons, 6 guns, Com. C. Hamilton, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, Hongkong.

Snipe, British gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtsze.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Practice.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Singapore.

Wallaroo, British cruiser, 2,575 tons, 8 guns, 7,500 h.p., Capt. F. C. M. Noel, Hongkong.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, cruising.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Adamastor, Portuguese cruiser, 1,757 tons, Capt. Andrew, Macao.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Captain S.N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Gunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayesdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Petropavlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Rossia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rosbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik, ‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchêna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.

*** *Hansa*, German cruiser, 6,000 tons, 30 guns, Capt. Pohl, at Tsingtau.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Hongkong.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Canton.

Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthanter, at Shanghai.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Güllich, at Amoy.

** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Dachnhardt, at Hongkong.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Swatow.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wœrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Hongkong.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.
** Flagship of Rear-Admiral Geissler.
*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Bathine, Japan.

Bengali, 2nd class dispatch-boat, Lt.-Comdr De La Croix de Castries, at Nagasaki.

Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Loliel, at Canton.

Decidee, gunboat, 690 tons, Capt. Maresubette, at Taku.

* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saune, at Amoy.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Shanghai.

Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.

Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Hongkong.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, en route Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Hongkong.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Ensign D. W. Knox, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Hongkong.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Hongkong.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.

Nanshan, U.S. collier, Ensign F. E. Ridgely, at Manila.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

Newark, U.S. cruiser, 4,600 tons, Comdr. McCalla, at Hongkong.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Hongkong.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Hongkong.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, Taku.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 3,898 tons, Captain R. Marselli, Hongkong.

Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain ———,—Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.

Pak Kong, British steamer,—Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 141, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 46,—Ah Yon.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, D. Bowie,—Kwong Wan Steamship Co.

Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.

Kwai Lum, British steamer,—Kai Hing & Co.

Lil, American lorcha.

Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.,—J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Post Office.

A Mail will close:—

For Canton—Per *Fatshan*, to-morrow, the 15th instant, at 7.30 A.M.

For Macao—Per *Heungshan*, to-morrow, the 15th instant, at 1.15 P.M.

For Moji, Kobe and Yokohama—Per *Pathan*, to-morrow, the 15th instant, at 3 P.M.

For Kumchuck and Samshui—Per *Tungkong*, to-morrow, the 15th inst., at 4 P.M.

For Singapore—Per *Patroclus*, to-morrow, the 15th instant, at 5 P.M.

For Canton—Per *Hankow*, to-morrow, the 15th instant, at 5 P.M.

For Swatow, Yap, Friedrich Wilhelmshafen, Langemahbrecht, Herbertshole, Townsville, Brisbane and Sydney—Per *Nuentung*, on Saturday, the 16th instant, at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Bengal*, on Saturday, the 16th inst., at 11 A.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle (U.S.A.)—Per *Tosa Maru*, on Saturday, the 16th instant, at 3 P.M.

For Shanghai—Per *Pakhoi*, on Saturday, the 16th instant, at 3 P.M.

For Amoy and Manila—Per *Diamante*, on Saturday, the 16th instant, at 4 P.M.

For Moji, Kobe and Yokohama—Per *Taiyuan*, on Saturday, the 16th inst., at 5 P.M.

For Swatow, Amoy and Tamsui—Per *Daijin Maru*, on Saturday, the 16th inst., at 5 P.M.

For Shanghai—Per *Melpomene*, on Monday, the 18th instant, at 4 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, on Tuesday, the 19th instant, at 11 A.M.

For Singapore, Penang and Calcutta—Per *Catherine Apcar*, on Tuesday, the 19th instant, at 2 P.M.

For Europe, &c., India, via Tuticorin—Per *Bayern*, on Wednesday, the 20th instant, at 11 A.M.

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